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TIME-TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	every	15	minutes
8.00 „	„ 9.30 „	„	10	„
9.30 „	„ 11.00 „	„	15	„
11.30 „	„ 12.30 p.m.	„	15	„
12.30 p.m.	„ 2.30 „	„	10	„
2.30 „	„ 4.00 „	„	15	„
4.00 „	„ 8.10 „	„	10	„

NIGHT CARS.

8.50 p.m., 9.00 p.m., 9.20 p.m.

9.50 p.m. to 11.30 p.m. every 30 minutes

11.45 p.m.

SATURDAYS

Extra Car—12 midnight.

SUNDAYS.

7.30 a.m.	an 7.45 a.m.			
8.00 a.m.	to 9.30 a.m.	every	15	minutes
9.30 „	„ 11.00 „	„	10	„
11.30 „	„ 12.00 noon	„	15	„
12.00 noon	„ 1.00 p.m.	„	10	„
1.00 p.m.	„ 4.00 „	„	15	„
4.00 „	„ 8.10 „	„	10	„

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TIME-TABLE.

On and after FRIDAY, SEPTEMBER 16TH, 1921 until further Notice. (All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 14 Local	No. 12 Local	No. 8 Local	No. 10 Local	No. 6 Through Express	No. 16 Local	No. 18 Local	No. 20 Through Slow	No. 2 Local	No. 22 Local	No. 24 Thro. Expr.
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
CANTON (Tai Kha Tau)	dep.					8.00			2.45			1.30
SHEK LUNG	dep.					9.13			11.45			4.55
Sham Chun	dep.	Sundays only	7.33	8.06	10.37	11.13	11.40	2.13	4.38	5.13	6.13	6.45
Shumgshui	dep.		7.52	8.13	10.44	—	11.47	2.20	4.44	5.19	6.19	—
Fanling	dep.		7.33	8.18	10.48	—	11.51	2.19	4.48	5.23	6.17	—
Taipo Market	dep.		7.45	8.30	10.58	—	12.02	2.31	5.02	5.33	6.37	—
Taipo	dep.		7.47	8.34	11.02	—	12.07	2.37	5.08	5.37	6.51	—
Shatin	dep.		8.00	8.47	11.16	—	12.21	2.49	5.22	5.50	6.54	—
Yuenmati	dep.	7.37	8.14	8.59	11.29	—	12.34	2.53	5.37	6.03	6.56	—
KOWLOON	arr.	7.55	8.32	9.09	11.36	11.53	12.45	3.01	5.45	6.10	7.06	7.33

UP TRAINS

Stations		No. 1 Local	No. 3 Local	* No. 6 Through Express	No. 8 Through Slow	No. 10 Local	No. 12 Joint Sec. Local Noon	No. 22 Local	* No. 24 Thro. Expr.	No. 14 Local	No. 16 Local	No. 18 Local
		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry leaves Hongkong	—	6.25	6.55	7.55	8.55	10.15	11.55	1.05	2.55	4.15	5.15	6.55
KOWLOON	dep.	6.41	7.10	8.07	9.15	10.32	12.20	1.15	3.00	4.34	5.27	7.00
Yuenmati	dep.	6.51	7.15	—	9.25	10.42	12.28	1.27	—	4.45	5.37	7.10
Shatin	dep.	7.02		—	9.38	10.55	12.41	1.39	—	4.58	5.50	7.23
Taipo	dep.	7.17		—	9.52	11.08	12.54	1.55	—	5.08	6.05	7.44
Taipo Market	dep.	7.22		—	9.57	11.08	12.59	1.55	—	5.13	6.07	7.49
Fanling	dep.	7.33		—	10.08	11.19	13.10	2.06	—	5.23	6.17	7.55
Shumgshui	dep.	7.35		—	10.13	11.23	13.13	2.10	—	5.27	6.21	8.03
Sham Chun	arr.	7.49		[8.10]	10.29	11.39	13.31	2.26	—	5.32	6.37	8.20
SHEK LUNG	arr.	—	—	10.47		—	—	—	—	—	—	—
CANTON (Tai Kha Tau)	arr.	—	Sundays only	12.10	3.36	—	—	—	8.45	—	—	—

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	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	7.45	11.30	2.30	6.9.	Shatinkok...dep.	6.30	10.15	1.05	5.00
Shatinkok ...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	1.00	5.55

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

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Nara:— Nara Hotel
Nikko:— Kanaya Hotel, Nikko Hotel
Osaka:— Osaka Hotel
Shimonoseki:— San-yo Hotel
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CHANG TSO-LIN'S STRONGHOLD.

MR. LENOX SIMPSON'S VISIT TO MUKDEN.

MANCHURIA AN INDEPENDENT KINGDOM.

GENERAL CHANG'S BITTER FEELING TOWARDS BRITISH AND AMERICANS.

PEKING, August 19th.

Reuter has received from Mr. Lenox Simpson, Advisor to the President's Office, the following additional particulars regarding his recent visit to Mukden, which are interesting in view of the approach of negotiations between Russia and Japan, and (supposedly) between China and Russia.

He stated in regard to the sections of the Peking-Mukden railway beyond the Great Wall that there appeared to be some 1,200 cars belonging to all the railways north of the Yangtze lying at the stations and some 90 locomotives, many of which were burnt out or derelict and urgently in need of repair. He presented to General Chang Tso-lin a memorandum showing the harm this state of affairs was working on the commercial community and the necessity to take action before the harvest. No goods trains have moved for two months north of the Great Wall, the whole line lying "dead" except for two daily passenger expresses in each direction, and the receipts of the railway having dropped to one-third of the normal.

General Chang Tso-lin, while agreeing that the situation required remedying, said that there were various other points to be considered, notably internal politics and "unneutral foreign actions." He showed great irritation regarding what he described as the unwise step of removing the foreign railway staff north of the Great Wall, which he attributed to "hostile Legation action," and said that although they had now come back he did not want them.

TERMS FOR FREEING RAILWAY.

Mr. Simpson was able to convince him that this move had nothing to do with any Legation except indirectly, the so-called unwise action having been initiated by railway officials and approved by others. General Chang Tso-lin asked why, if the matter concerned so closely the interests of the British and Chinese Corporation, no representative of that Corporation had come to see him. The move made, in his opinion, "only served to show the ignorance of all concerned regarding the true position, which was that Manchuria was self-sufficient and impregnable, having an isolated geographical position in relation to the rest of China more or less resembling Japan's geographical isolation in regard to the rest of the world and which allowed that region to contemplate with equanimity hostile action." In retaining the "meagre receipts" of the sections north of the Great Wall he was only, he said, copying what General Wu Pei-fu was doing on every mile of railway he could get hold of. He declared that this system of looting the railways had been initiated by General Wu Pei-fu and apparently approved by foreign interests.

Mr. Simpson said it was not so approved and that it had done more to damage General Wu than anything else.

Finally, after a great deal of discussion, General Chang Tso-lin intimated that he would return all rolling-stock on one condition—that the railway in its entire length be reserved for commercial uses, military seizure being forbidden.

The Government is considering this proposal.

ARMY REORGANIZATION.

As regards the general situation in Manchuria, Mr. Simpson gives the following as the position: The railway beyond the Great Wall is absolutely clear of troops, no signs of soldiers being seen anywhere. The nearest divisional headquarters is 50 *li* from the Koupangtzu junction, where General Li Chieg-ling (a native of Chihli) is stationed with the 1st Fengtien Division. A general reorganization and weeding-out is going on—for purposes of defence, not offence, General Chang Tso-lin declared.

The army reorganization committee, which the advisor visited, is sitting under the chairmanship of General Chang's son, General Chang Hsueh-liang, a popular young officer with a very good knowledge of English, and one of its most prominent members is Tuchun Sun of Kirin, who is temporarily domiciled in Mukden. Many officers guilty of cowardice or peculation have been summarily shot, and all men without military education have been dismissed. One hundred military students have been recalled from Europe and offered appointments. A certain number of units in Central and Northern Manchuria have been given Russian military instructors. Aeroplanes have been bought and an aerodrome is to be established, while the Mukden arsenal has been improved. It is noticeable on passenger trains that discipline is well preserved, provost-marshal proclamations in every car warning soldiers of the severest penalties that will follow the slightest infractions.

In regard to the Salt Revenues, General Chang Tso-lin bluntly stated that it would be political insanity on his part to permit remittances to Peking, so long as the relationship of Fengtion to Peking remained as entangled as at present, and "so long as General Wu Pei-fu interfered with the whole governmental machine in a manner which had never been attempted before at any time during the life of the Republic." He constantly repeated that $4,700,000 of salt taxes had been remitted this year, whereas most other provinces, including those so-called "loyal," had sent nothing at all. He said that a general Salt Conference in Peking was the only way of settling the matter. He would permit Fengtien representatives to attend.

He declared that he was not unmindful of China's foreign obligations, and that "in spite of British hostility to him," he had withdrawn his troops from the Tongshan area after battle positions had been prepared, simply to save the wrecking of the Kailan mines. The animus of the Manchurian provinces against Britons and Americans was, however, very marked, "owing to their unneutral attitude inside the Great Wall," and only recently he had stopped a general boycott of their goods which would have been ruinous to the British-American Tobacco Company "which had an annual turnover of $20,000,000 in Fengtien and Kirin alone."

As for the stories of the opposition to him in the Three Eastern Provinces, he said that every district and every organization in Manchuria had implored him to remain, that he had ample income and land to retire to, but that he was a native son of Manchuria whom his fellow-provincials trusted, which was more than could be said of most native sons. He added that the Three Eastern Provinces had $40,000,000 in hard silver as a cash reserve, which placed them in a very strong position, and that the harvest would be the greatest ever known.

PEKING AS A CAPITAL.

The conversation having turned on the future of government in China, Mr. Simpson suggested that there would be no peace in Peking until the example of the United States were copied and a special neutralized metropolitan area, roughly like the district of Columbia, created. He added that the matter would be easy to work out and incorporate in the permanent constitution, if the provinces supported it. General Chang Tso-lin agreed. He endorsed the following definition:—

"A square demarcated by boundary-stones 10 English miles or 30 Chinese *li* from the walls of the Peking inner and outer cities, within which area (roughly 700 square miles, English measure, or 6,000 square *li* Chinese measure) no troops of any sort may enter, except when a formal declaration of war against a foreign enemy has been made by the Parliament of Chinese, the policing being entirely confided to the Peking Gendarmerie and police, whose numbers shall be fixed by law, all barracks within this area being demolished and aviation limited to civilian aviation."

JAPANESE COMMERCIAL PENETRATION.

On the subject of the Chinese Eastern Railway and the reported recent freight agreement with the South Manchuria Railway Company, regarding the premium of Yen 3.55 per ton (against which 1,600,000 gold roubles have been paid in advance) for all tonnage handed over to the Japanese company originating from the Harbin and Western districts, he professed ignorance, but promised a strict inquiry into the allegation that it was designed to kill Vladivostock commercially and give Dairen a virtual export monopoly for the whole of Manchuria. He had heard of the secret purchase of Russian steamers on the Sungari by the South Manchuria Railway as another move in the same direction. He had also heard of the proposed creation of a Japanese mortgage bank by the chairman of the South Manchuria Railway, which would have a capital of Y.50,000,000 and authorized debenture issues up to Yen 500,000,000, the institution being designed to absorb the Manchurian business of the Yokohama Specie Bank, the Bank of Chosen and the Oriental Development Company. He admitted that all these matters demanded the most careful treatment in the forthcoming negotiations.

He declared categorically that negotiations with Russia would be binding on Manchuria only if participated in by representatives from the Three Eastern Provinces, as the common frontier necessitated that the Manchurian viewpoint be specially considered and the conclusions reached be so framed as to have meaning and reality to those in daily touch with Russian life and Russian interests.—*Reuter.*

THE RAJAH BROOKE MEMORIAL.

The *Sarawak Gazette* of August 1st announces that the Rajah Charles Brooke Memorial Fund amounted on July 22nd to $68,317.50. The committee have decided, after putting aside $20,000 towards a personal memorial, to use the remainder to open a leper settlement. The general committee having appointed a sub-committee to find and report upon the most suitable site for a leper camp, and the latter reporting upon the island of Satang as most suitable, this site was decided upon unanimously by the general committee. At the last committee meeting Captain Lowe submitted plans for the proposed new settlement to accommodate 255 persons with all necessary offices, such as hospital (20 beds), dispensary and bungalow for Europeans. The committee requested Captain Lowe, assisted by the sub-committee, to proceed to carry out the plans as soon as possible.

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FINANCIAL REFORM IN CHINA.

SIR FRANCIS AGLEN'S VIEWS.

A memorial embodying his opinions on the consolidation of the National Bonds has been submitted to the Government by the Inspector-General of the Maritime Customs, Sir Francis Aglen. It has been referred to the Financial Commission, recently established under the chairmanship of Dr. Wellington Koo, and the unanimous opinion is that National Bonds, which constantly fluctuate in price, so disturbing the money market and the standard of living, should be immediately consolidated.

Sir Francis Aglen's suggestion that the Custom Surplus, after meeting loan services and indemnity obligations, should be the sinking fund for the Consolidated National Bonds, with the Salt Surplus, if the Customs Surplus is insufficient, has also been unanimously approved. But the suggestion that the Government should not use any portion of the Custom Surplus for administration purposes is taken as laying too severe a restraint on the liberty of the Government in disposing of its funds. Sir Francis has now explained that this aspect of his memorial was intended only to deal with the present situation up to the end of the year. If there was surplus of the Custom Revenue after this period, the Government would be free to use it then for administrative expenses.

The following revised suggestions have therefore been adopted by the Financial Commission:

1.—The Government shall formally issue orders to the Inspector-General to use, after the meeting of loan services and Indemnity obligations, the remaining portion of Customs Surplus releasable as Sinking Fund for Consolidation Loans, with, however, the co-operation of the National Loan Bureau and representatives of the Banks.

2.—The remaining portion of the Customs Surplus releasable, if insufficient may be made good by the Inspector-General from Salt Surplus; if there is any balance, it may be used as an administrative fund by the Government.

Note.—In the original note, the clause "the Government shall not forthwith appropriate Customs Surplus for administrative expenses" is deleted.

Additional Notes.

1.—This new arrangement shall remain in force only up to the end of 1922.

1.—The increased revenue after enforcement of the 2.5 per cent. surtax tariff shall be subject to other recommendations.

3.—All appropriations for governmental bodies originally remitted from Custom Surplus shall be maintained.

4.—The appropriations now in negotiation between the Government and the Diplomatic Corps shall be made pending final settlement.

5.—The disposal of the increased revenue after the enforcement of the 5 per cent. effective tariff either included in the $96,000,000 Loan Sinking Fund as originally provided for or in the Consolidated Sinking Fund now in discussion, will be discussed later.

—*From the Chinese Government Bureau of Economic Information.*

SHANGHAI TRADE.

Messrs. Ilbert & Co.'s latest Piece Goods Market Report says:—

The market has once again been very inactive in all departments, there being still a complete lack of confidence amongst buyers as to the political future of the country. This is scarcely to be wondered at seeing that the Yangtsze Gorges from Ichang to Chungking are once more in a state of uproar as a result of hostilities between two rival generals who are struggling for power in that region, which, of course, makes trade with the highly important province of Szechuan quite impossible, several ships having already been fired upon. The same state of uneasiness prevails in Kiangsi Province, while the meetings now taking place in Shanghai between Southern and Northern politicians are a sufficiently disturbing element in themselves.

Under these circumstances it is little matter for surprise that we have practically no business to comment upon.

SHIPPING ON THE YANGTSZE.

HIGH FREIGHTS.

The Yangtsze valley is the richest region in China but the free passage of materials is hampered considerably by the lack of transportation due to the tremendous difficulties associated with navigating the Upper reaches of the river.

In consequence of these conditions, says a Bulletin of the Chinese Government Bureau of Economics, freight rates are very heavy. For instance, $45 is charged on a bale of cotton from Ichang to Chungking; this is equivalent to $220 per ton. On the other hand, a bale of cotton shipped from America to Shanghai costs $12 in freight charges. The development of traffic and the advance in scientific knowledge will go a long way towards reducing these abnormal prices. Last year many enterprising firms ventured to compete with the British Mackenzie Co. and the American Robert Dollar Co., which have hitherto practically monopolised the run on the Upper Yangtsze. The *Bankers Weekly* (Chinese), gives a list showing 1 American vessel, 3 British vessels, 1 French, 5 Japanese vessels, and 4 Chinese vessels.

DR. SUN YAT SEN AND THE CHINESE LABOUR MOVEMENT.

[ASIATIC NEWS AGENCY.]

PEKING, August 18th.

As Dr. Sun Yat Sen is generally regarded as the leader of the future Chinese labour union, his presence in the French Concession is welcomed by such self-styled leaders of the Chinese Communists and workers, as Chen Tu Hsiao, former Professor of the Government University of Peking, (expelled from Peking by the authorities for his Communistic and Bolshevik propaganda), Liu Yin, and others, who are urging him to organize a Chinese Labour Union with headquarters in Shanghai. The recent successes of the workmen and seamen in the strikes in Hongkong, Canton and Hankow are spoken of by these self-styled labour leaders as the best indication of the gradual realisation of the protracted dreams of the Chinese labouring masses in the various maritime and riverine provinces and treaty ports and they express their firm belief that, with the support of the workmen and labourers, Dr. Sun will play an important part on the Chinese political stage, and can thus easily retrieve his lost political influence. In view of the existing strike of Chinese seamen (at Shanghai), the Chinese Government authorities naturally regard this Bolshevik propaganda as very dangerous to the order and peace of this port. As a consequence, the French Municipality has prosecuted Chen Tu Hsiao and his comrades at the Mixed Court of the French Concession on the ground that Bolshevik and Communistic pamphlets and other literature, which is regarded as dangerous to the rising generation of Chinese has been discovered in their residences and it is believed that after trial, they will be deported from Shanghai by the Foreign-Chinese officials.

Dr. Sun Yat Sen has issued another manifesto dealing with the troop-disbandment problem, which he says, must be put into force as soon as possible for the sake of economy, and the best way will be the organisation of labour corps in the various provinces for the construction of national railroads, roads, the conservancy of waterways and other large undertakings. Dr. Sun has wired to General Yen Hsi Shan of Shansi, supporting his argument for the establishment of a militia system with disbanded soldiers as reservists; but he insists that the best temporary remedy after the disbandment of the superfluous troops lies in the effective organisation of national labour corps. It is anticipated that in compliance with existing requirements, the old Kuomintang party will become a politico-labour organisation, because in addition to Senators and Representatives in the old Parliament, many of its members are actively engaged in the reorganisation of the disunited and powerless Chinese workmen and labourers at the various treaty ports and big interior cities into united and powerful labour associations. Hence, strictly speaking, these young men are responsible for the labour strikes.

CHINESE LABOUR IN JAPAN.

DEPORTATION RUMOUR DENIED.

The Chinese colonies in Japan have been greatly exercised over the report that 2,500 Chinese labourers will be immediately deported under an old regulation prohibiting foreign labourers working outside foreign settlements. As there are more than 5,000 Chinese labourers in the country such action seems to mean a serious hardship.

Reuter's agent reports that it is officially denied that such a decision has been taken or anticipated.

A responsible official says that the police received complaints that a colony of 500 Chinese in a suburb of Tokyo, who came to the country as merchants, turned labourers and were living under insanitary and squalid conditions. Some of these were guilty of petty crimes. The police thereupon advised the suspects to return to China. Similar action would be taken should complaints be received with regard to the other colonies.

SPORT.

BILLIARDS.

A very closely contested Billiard match was played in the Catholic Men's Club between the Royal Garrison Artillery Sergeant Mess v. C.M.C. Play commenced on the 24th and concluded on the 26th inst. The C.M.C. won by 98 points, the following being the scores:—

R.G.A.	
Sergt. Skeet	250
Sergt.-Major I. G. Harmon	250
Master-Gunner Taylor	250
Sergt. Brochard	250
R.Q.M.S. Byrne	197
B.S.M. Williams	58
Staff-Sergeant Hunt	239
C.M.C.	
Mr. Murphy	219
,, C. O'Sullivan	183
,, F. T. James	224
,, O. Seery	216
,, Hall	250
,, Macnamara	250
,, Dillon	250

WATER POLO.

V.R.C. v. U.A.C.

The following will represent the United Athletic Club in this League Fixture to-day at the V.R.C., at 5.30 p.m.:—S. H. Garrod; G. R. Razavet, K. A. Mason; J. Leonard; A. A. Botelho, F. M. Roza Perlera, C. R. Logan.

DEATH IN A SUBMARINE.

CORONER'S INQUIRY CONTINUED.

WAS THE DECEASED DROWNED OR ASPHYXIATED?

The inquiry into the death of a Chinese workman who came by his death while working in Submarine L8, on August 17th, whilst the vessel was undergoing repairs at the Naval Dockyard, was continued, yesterday afternoon, by Mr. R. E. Lindsell (Coroner) and a jury.

Surgeon-Lieut. G. H. M. Gimlette, of the H.M.S. *Ambrose* deposed that he was called to the submarine L8, on August 17th at about 9 a.m. Witness found on board the body of a dead Chinese male. Artificial respiration was being tried; and this was continued under the direction of witness but without success.

A BRAVE CHINESE COOLIE.

Chan Cho, a paint-scraping coolie belonging to the sub-contractor's gang working on the L8, was next called.

Asked by the Coroner if he had ever worked on one of the submarine repainting jobs before witness said he worked once previously on a similar job for three days. On that occasion the tanks had been opened up for several days. This was during July.

The Coroner: Did you know beforehand of the presence of gas?—.

The witness: No; I did not.

Continuing, witness described the opening up of the three tanks on the 16th and the scraping of the exteriors. On the 17th inst. the gang went to work at 7.30 a.m. with Cheung Leung (foreman) and the sub-contractor.

Cheung Leung took some youths into the interior of the submarine. Twelve men, including the witness, remained on deck with the sub-contractor for work in the tanks. The sub-contractor instructed all the 12 men to go inside the tanks and start work, four men per tank.

The Coroner: What did he do?

The witness: He then went away to fetch a light.

What for?—Because it was dark in the tank.

Witness, continuing, said he went down the No. 3 tank with the deceased and three others. There was a ladder leading down into the interior. Tong Hin (the deceased) went down first. Witness went down third. He saw the deceased fall down.

The Coroner: Fall off the ladder, or what?—Yes, near the bottom of the ladder into the water at the bottom of the tank.

Did the second man fall too?—No; he turned back.

How did he get past you?—He climbed up the ladder past me and I tried to go to deceased's assistance, and when I had got three steps further down I fainted.

Did you feel faint?—I clung to the ladder with my hand, my head resting on my arm.

Did you lose your senses?—Later I did. I cannot remember being rescued.

EUROPEAN POLICEMAN TO THE RESCUE.

Frank Hancocks, Constable in the Naval Yard Police, said that he was informed that two Chinese had been gassed on the L8 and went on board. On looking through the manhole he saw a Chinese supporting himself against the side of the tank. With the Assistance of a Chinese he went down the ladder of the tank.

Did you feel any ill effects yourself?—Not at first. I was very quick in doing the work; not more than two or three minutes.

The previous witness was re-called and the Constable was asked if this was the man he rescued. He replied that it was not. He said it was another coolie in another tank.

The Coroner: Oh! there was a man in difficulties in another tank as well?—Yes.

The Coroner: This is the first I have heard about that.

Continuing, witness said: I then went into the after tank and saw a Chinese in a very bad condition, lying against the side practically unconscious.

Did you manage to get him up?—Yes.

Were you beginning to feel queer?—Yes. I pulled the man away from the manhole and then coolies started gesticulating and pointing to the tank, meaning that there was another man still there. I went down again, but could not find deceased. I was beginning to feel very queer and had to come to the top. The deceased was brought up by another man. I took the last witness away to the Surgery.

DROWNED OR ASPHYXIATED.

Richard Middis, charge-man of shipwrights at the Naval Yard, said that about 8 a.m. on the 17th he was called on board the L8. He descended into No. 3 tank, but there was not sufficient light to see anything.

The Coroner: Did you detect gas?—No.

Witness said he came to the top and got an electric light with a lead and descended to the bottom again. Lying in the water was the body of the deceased. A rope was passed round the body of the coolie and it was hoisted on to the deck. Witness suffered from no ill effects.

Mr. Pittendrigh (foreman of the Jury): Was the man dead when you got him out?

The witness: The body appeared limp. I was too excited to notice carefully just then. I wanted to get the body to the top.

The Foreman: What was the depth of water?—16 inches.

Was he lying face downwards?—No.

Then was his face submerged?—Yes, the only part of his body to be seen was his leg.

So that he had fallen in a depth of water sufficient to drown him?

The Coroner: Doctor Esler proved to us that death was due to asphyxiation.

The Foreman: It is just possible that he was partially overcome by the gas and fell into the water and was drowned.

The Coroner: Yes, perhaps it would be just as well to have the Doctor re-called as to that.

Stanley William Brookshaw, inspector of shipwrights at the Naval Dockyard, said he received instructions from the foreman of the yard about the 10th inst. that the refitting of L8 and two other submarines was to be taken in hand at once, and witness thus became responsible for the carrying out of the work. On 15th inst. witness sent word for the Chief Paint Contractor and his No. 1 (the sub-contractor) to see him in his office. The chief contractor and another No. 1 (not the sub-contractor concerned in the present case) attended at his office.

At this stage Sin Kwai, the chief contractor, was produced in Court, and asked by the Coroner why he did not take the No. 1 (sub-contractor) in charge of the work to the office as requested. He replied that the sub-contractor said he was too busy to go.

The Coroner: What in the world is the good of taking another man there if he had nothing to do with the job? Sit down. I will re-call you presently.

INSPECTOR'S ORDERS TO THE CONTRACTOR.

Witness informed these two that he wanted his instructions carried out carefully. No actual instructions were then given for the commencement of the work. After requesting the two to pay better attention to their work and warning them to carry out his instructions in order of sequence witness informed the chief contractor that certain specific instructions in writing would be issued to him on the morrow; the 16th. These were sent to him on the 16th. A copy of these instructions was produced in Court and in effect they were that the contractor had to arrange with the charge-man and to receive instructions from him for the cleaning out of the tanks. The charge-man also received instructions from the witness. Under those instructions the chief contractor should have applied to Mr. Middas for direction as to taking in hand the work.

The Coroner: I understand the coolies opened up the tanks?—No, the tanks were opened up by Dockyard labour

But the coolies are Dockyard labourers?—The covers were taken off by experienced men of the Dockyard.

So that the contractor's people would imagine that the tanks were ready for them?—They should have referred to the charge-man. He would have told them when they were ready: other than that, they would not know whether the tanks were ready or not.

Have you any particular instructions regarding the ventilation of these tanks?—There are standing instructions contained in the Admiralty Orders that the tanks should be opened, flooded and air blown through: failing that they should be allowed to remain open for a period and then a candle lowered. In case they were wanted immediately air would be pumped into them.

The charge-man knew these instructions?—Yes.

The Foreman: Can the witness say if any definite instructions were given to this particular gang to proceed to work on the 16th?—The charge-man is responsible for giving orders.

WHAT THE CONTRACTOR SHOULD HAVE DONE.

The Coroner: In the ordinary way he should go to the charge-man and get the "all right" before he proceeds with the work, and to your knowledge this has been done before?—He should have referred to the foreman. That was why I had him at my office to explain that he was not doing the work in the proper order.

The Foreman: Is not a permit or any written authority issued to the contractor before he proceeds with the work?—No, just a written order, the one which I have referred to which tells him he must refer the matter to the charge-man before starting.

Mr. Middis, re-called, said that he was responsible for opening the tanks of submarines which come into the Dockyard for re-fitting.

The Coroner: You know of the dangers of gas in tanks?—It has never occurred in my experience before, but, I know there is a danger. The final test is the lowering of a candle. It was always carried out.

Witness received orders to open up the tanks on the 16th inst. and he in turn gave instructions to his No. 1, Ah Chow, to open up the tanks of L8 and L2. His No. 1 was a permanent Dockyard employé. This opening-up was done by Ah Chow and his men under the witness's occasional supervision. The tanks were left open all day. The sub-contractor applied to witness the same morning for leave to start on the tanks. Witness told him then were not ready. The contractor's men started scraping the casing that day. Ah Chow had direct orders from witness to open the three tanks again on the morning of the 17th. Witness was not present when this was done. Witness arrived on the scene after the trouble had occurred. The No. 1 painter did not apply to witness for permission to start on the tanks. He had no right to do so without that permission.

The Coroner: It is his absolute duty to refer to you first?—Oh, certainly.

Did you consider them safe?—No Sir, because they had not been made secure for them. My No. 1 or myself make them secure first.

Had you ever known of a No. 1 painter sending his men down without consulting you?—Yes, I have. They have gone down without my permission.

So that it is more or less a custom now?—I suppose it is.

(*Continued at foot of next column.*)

NO SPECIAL WARNING ISSUED.

The Foreman: In view of the nature of the tanks does the witness make it a special point of warning contractors that they should see him before going down into the tanks?

The Coroner: You knew that this particular boat had been out of commission for 18 months. Didn't you realise the danger of gas? This boat has been lying on the camber for months and none of these precautions for blowing out the tanks were used. Didn't you realise the danger?

The witness: I did not give any special warning to this man. I never dreamt they would start work in the tanks that morning.

At this stage the Coroner adjourned the inquiry to Friday afternoon next, at 2.15 p.m.

THE CANTON CIVIL GOVERNORSHIP.

FIREARMS DRAWN IN THE PROVINCIAL ASSEMBLY.

The members of the Kwangtung Provincial Assembly have not come to an agreement regarding Mr. Chan Chik Yu's appointment to the vacant post of Civil Governor. On the 26th inst., another meeting was held and Luk Mang Fay, the Vice-Chairman, drew a pistol and fired, but fortunately missed hitting, another member Kwan Man Yin. It seems that Luk was acting under instructions from General Chen Chiung Ming and wished to effect the official appointment. He said that delay in a settlement would be an affront to General Chen and he was the man who could bring peace to Kwangtung. The majority of members were anxious to hold out for their arrears of pay, and a heated altercation ensued during which several members accused Luk of accepting a bribe of $200,000 from Chen. Kwan insisted that the accusation was true and incited the meeting to assault Luk. Hands were stretched for inkports and chairs, whereupon Luk fired at Kwan, narrowly missing his left leg. An uproar immediately followed and a stampede was made for the exit. During the commotion, long-coats and straw-hats were thrown all over the building and Luk was left master of the situation. He stated that he would take Kwan's life even if he had to pay the penalty. During the uproar, the guards levelled their rifles but did nothing. Others who had arrived late, turned back on learning the state of affairs.

In connection with the arrears of pay Chung Sau Nam, the chief of the Finance Department, is making efforts to partly meet the claims. The Magistrate of the Shuntak district, who is also a member of the Assembly, suggested remitting $100,000 for the purpose, this amount being due to the Provincial Treasury from the Shuntak district.

On the 27th, sixty-five members met at the Provincial Assembly to discuss Luk's conduct and the majority resolved to request the Department of Justice to take steps to punish Luk.

As regards the Civil Governorship, it has been reported that if the Provincial Assembly still persists in putting obstacles in the way of Chan's appointment, Chen will obviate the difficulty by accepting their original appointment and delegate Mr. Chan to be his attorney, directly responsible to him.

TAXING HONGKONG'S FOOD SUPPLIES.

SHORTAGE IN CONSEQUENCE.

Prior to General Chen Chiung Ming's return to Canton in 1920, a tax of $1.30 was imposed on each crate of poultry exported from Wuchow to Hongkong This was abolished when Chen came into power; but during his absence the Wuchow officials have again collected this impost and very little poultry has come into the Colony during the last three days. Taxes have been levied also on pigs and cattle coming into Hongkong. It is expected that when Chen again assumes charge these taxes will be withdrawn.

ANOTHER SHOOTING OUTRAGE.

A CONTRACTOR SHOT IN THE STREET.

Another shooting outrage occurred in Hongkong on Sunday evening, the motive of which is attributed to local labour troubles, when Wan Ko, the proprietor of the Wan Shun Lee painter's shop, No. 39, Aberdeen Street, was shot at and seriously wounded. He was returning from his shop to his home at No. 1, Kwonghom Terrace, at 5.25 p.m., and when at the junction of Staunton and Aberdeen Streets, a man came up from behind and fired at him. The victim immediately collapsed. His assailant tried to get away, but, although he was armed, he was very pluckily tackled by a detective, disarmed and arrested. Passers-by rendered assistance to the victim and had him removed to the hospital where he now lies in a critical condition, the bullet having entered the back of his head and lodged in the skull.

The prisoner, man named Wong Kun, was produced before Mr. E. W. Hamilton, at the Magistracy, yesterday, and remanded for a week.

HONGKONG FOOTBALL ASSOCIATION.

ANNUAL GENERAL MEETING.

The annual general meeting of the above was held in the R.G.A. Recreation Room, Victoria Barracks, last evening. Lieut. Thornton, R.G.A., presiding over a large gathering. The following Clubs were represented:—Hongkong Club, Hongkong Police, Kowloon, *Tamar*, *Ambrose*, R.G.A., King's, Submarines, United, St. Joseph; with the following referees:—Messrs. Hollands, Newton, Smith, Williams, Omar and Lavender and Messrs. James, Morris, Purvis and May (Committee) with J. Rodger (Hon. Sec.).

The balance sheet shows a credit of $186.66.

Officials for 1922-23:—President, Mr. R. J. Wilton; Vice-Presidents, Lt.-Comdr. Douglas Hamilton, Lt. W. H. Thornton, R.G.A.; Councillors, Lt.-Comdr. Larkham, Lieut. G. J. Jones, Mr. F. Smith; Hon. Secretary and Treasurer, Mr. R. W. James; Referees Board, Messrs. J. McCubbin, Hollands, Newton, Smith, Williams and May (Hon. Sec.).

A letter was read from Mr. Grant (H.M.S. *Tamar*) asking the Association to tender to Mr. Newton his apologies for his conduct in the match *Tamar* v. United and also asking for his reinstatement. Mr. Newton accepted and the Association reinstated Grant on payment of $5 fine.

Mr. Morgan (Kowloon) informed the meeting that his Club was now in possession of a first class ground at Hunghom.

The Chairman announced that an examination for referees would be held during the first week in October. Intending candidates should submit their names to the Hon. Secretary.

Mr. Williams suggested that referees should be classified. This was left until next meeting.

It was decided to print a new official handbook of the Association and Secretaries of Clubs are advised to send in their Club colours for insertion in the new book.

LEAGUE MEETING.

Prior to the Association meeting the annual general meeting of the League was held. Mr. G. T. May, presiding.

The Chairman apologised for the delay in holding the meeting which was due to take place in May.

The report and balance sheet being adopted the following officials were elected:—Chairman, Mr. R. J. Wilton; Vice-Chairman, Mr. G. T. May; Hon. Sec. and Treas., Mr. R. W. James; Div. II. Hon. Sec., Mr. C. M. Blake: Management Committee, Messrs. Morgan, Thornton, Watts, Omar and Wong Hui Wan.

The Chairman announced that a meeting of the League would be held on Monday, September 18th, to make arrangements for the coming season.

The Hongkong Club representative stated that Shanghai had sent an invitation to the Hongkong Club to go to that port at the end of the season to play a series of matches. (Why not Interport?).

A hearty vote of thanks to the retiring Hon. Secretary and Treasurer (Mr. J. Rodger) concluded the meeting.

WEEK-END BURGLARIES.

The house of Mrs. Stimson, of No. 2, Cambrai Villas, was entered in the early hours of Saturday and a jewellery case valued at $5, containing a sum of $5 in small coins, a silk handbag, and a sum of $5 in notes were stolen from her dressing table.

Professor Hinton, No. 7, University Path, has reported that at 4 o'clock on Sunday morning, his bedroom was entered by forcing open the typhoon shutters. Jewellery of the total value of $75 was stolen. In escaping, the burglar dropped a silver handbag, worth $25, which was picked up by the police outside the house.

Dr. Kwan Sum Yuen's residence at No. 40, Caine Road, was entered by burglars on Sunday morning. The entrance was effected by means of a scaffold outside the residence. One of the robbers, from the inside, passed the haul through a window to confederates who were hanging on to the poles outside. The doctor was awakened by the commotion and when he appeared on the scene, the robbers hastily slid down the scaffolding and took to their heels. Lance-Sergeant Lannon, nearby saw the men running and fired a shot into the air. This had the effect of bringing the fugitives to a sharp halt. They submitted to arrest and gave no further trouble. The stolen property was recovered and this was shown to include a number of surgical appliances. Five men who are alleged to have been the persons arrested in the burglary, appeared before Mr. E. W. Hamilton yesterday morning and were remanded. Dr. Kwan asked the Magistrate that part of the stolen property should be returned to him, as it was urgently needed in connection with his work. This was granted.

On Saturday night, No. 255, Temple Street, Yaumati, was entered by burglars, who made a haul of money, clothing and jewellery worth $2,444. They also stole a Remington portable typewriter worth $140. Part of the property has since been recovered.

"B. & S." STEAMER ASHORE.

THE "CHIHLI" IN DISTRESS NEAR AMOY.

Messrs. Butterfield & Swire's steamer *Chihli* is reported to be ashore in Huitan Bay, near Amoy, having been driven there in rough weather on Friday. One of the Taikoo tugs left yesterday and H.M.S. *Magnolia*, which left Hongkong for those waters recently, is standing by.

FOOTBALL
CLOTHING.

AS USED BY THE LEADING PROFESSIONAL CLUBS.

JERSEYS
ANKLETS
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KNICKERS
KNEECAPS
SWEATERS

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"McGREGOR" FOOTBALL BOOTS.

SPALDING'S & SHILLCOCK'S
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SUNDAES, PUNCHES,
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BEST SERVICE. HIGH QUALITY.
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WE ARE NOW SHOWING THE NEWEST SHAPES IN SOFT FELTS, VELOURS, TWEED, SINGLE AND DOUBLE TERAIS, ETC.
INSPECTION INVITED
AT
No. 10, ICE HOUSE STREET.

NEW ADVERTISEMENTS

S. R.

RABIES.

A CASE of RABIES having been verified in May Road the attention of Dog Owners is drawn to paragraph 2 of the "Dogs" regulations requiring owners to report any suspected case to the nearest Police Station.

The public are also requested to report any suspicious case that comes to their notice either to the Police or the Colonial Veterinary Surgeon direct.

G. R. SAYER,
Head of the Sanitary Department.
[1420

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

A NEW CLASS for BEGINNERS will commence on MONDAY, 11TH SEPT., 1922, if sufficient support be forthcoming. Applications for enrolment and enquiries regarding hours of School, Fees, etc., should be made to the undersigned as early as possible.

By Order,
D. K. BLAIR,
Secretary.
Hongkong, 29th August, 1922. [1419

HONGKONG CLUB.

NOTICE.

THE Second Yearly DRAWING of 20 DEBENTURES (1920 issue—$500 each) of the Hongkong Club, Payable on SATURDAY, the 30th SEPTEMBER, 1922, will be held in the Club House at 11 o'clock, a.m., on FRIDAY, the 8th SEPTEMBER, 1922.

Bearers of Debentures are invited to attend the Drawing.

By Order,
A. H. ABBAS,
Secretary.
Hongkong, 28th August, 1922. [1418

FRANCIS WILLIAM MITCHELL
(DIED 1890).

JOHN STEWARD LAPRAIK
(DIED 1893).

INFORMATION as to "JOHN ROBERTS SEN'R. and Family" is wanted in connection with the above deceased.

JOHNSON, STOKES & MASTER,
Solicitors, &c.,
Prince's Building, Hongkong.
Dated the 28th August, 1922. [1415

HONGKONG SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

WILL Members who have not paid their subscriptions for the current year, kindly forward same to the undersigned.

As the Society will soon be short of funds, the Committee earnestly invite the support of all Lovers of Animals in the Colony, in order that the good work now begun may be continued.

WE SPEAK FOR THOSE WHO CANNOT SPEAK FOR THEMSELVES.

ANYONE may become a Member by forwarding $2. to the Hon. Treasurer.

Annual Subscription for Member ... $2
Children $1

J. H. RAMSAY,
Hon. Treasurer,
c/o The Hongkong & Shanghai
[1414 Banking Corporation.

THE HONGKONG JOCKEY CLUB.

AN EXTRAORDINARY GENERAL MEETING of MEMBERS will be held in the JOCKEY CLUB ROOMS, Hongkong Club Annex, on MONDAY, SEPTEMBER 4TH, 1922, at 5 P.M., for the purpose of confirming the Resolution passed at the Extraordinary General Meeting held on the 15th day of August, 1922, approving the Stewards' scheme for carrying out certain alterations in the Jockey Club premises at the Race Course. [1400

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE

FROM NEW YORK.

THE Steamship

"CITY OF LINCOLN"

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained.

No Claim will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after 31st August, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 7th September, 1922, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on any Tuesdays or Fridays between the hours of 10.45 A.M. and NOON, within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
THE BANK LINE, LTD.
General Agents.
Hongkong, 25th, August, 1922. [1410

TO-NIGHT AT THE CORONET

THE REVENGE OF TARZAN.

KOWLOON THEATRE.

THE DANGER GAME.

INTIMATIONS

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

AN INTERIM DIVIDEND of Fifty Cents (50 cents) per share has been declared for the half year ending 30th June, 1922.

Such Interim Dividend will be payable on and after MONDAY, the 11th September, at the offices of the Company, where shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Company will be CLOSED from the 30th Aug., 1922, until the 11th September, 1922 (both days inclusive), during which period no transfer of shares can be registered.

By order of the Board of Directors.
SHEWAN, TOMES & CO.,
1401] General Managers.

THE HONGKONG HOTEL CO., LTD.

IT IS HEREBY NOTIFIED that an INTERIM DIVIDEND of SIXTY CENTS per share on FULLY paid up shares and EIGHTEEN CENTS per share on PARTLY paid up shares has been declared for the HALF YEAR ending 30th June, 1922.

The dividend will be payable on and after WEDNESDAY, the 30TH AUGUST, 1922, on which date dividend warrants may be obtained at the Company's office.

THE REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 28TH to WEDNESDAY, the 30TH AUGUST, 1922 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. V. WARD,
Acting Secretary.
Hongkong, 23rd August, 1922. [1406

S.S. "TUNGSHING."

STRANDED IN SWATOW HARBOUR.

MESSRS. JARDINE, MATHESON & CO., LTD., General Managers, INDO-CHINA STEAM NAVIGATION CO., LTD., Hongkong, are prepared to receive TENDERS for the temporary repair, floating, and delivery of the above steamer her stores, apparel and tackle, afloat, in the Harbour of Swatow, in a condition for proceeding to Hongkong.

Permits for inspection of vessel as she now lies, will be issued on application to the above. [1404

FOR SYDNEY DIRECT.

THE Steamship

"GWYDIR"

will be despatched for SYDNEY DIRECT. Sailing hence on TUESDAY, 29TH AUGUST, 1922, P.M.

For Freight apply to
WILLIAMSON & CO.,
20, Des Vœux Rd. C.,
1412] Agents.

PARTICULARS
of
VALUABLE LEASEHOLD PROPERTY
Situate
No. 13, WING HING STREET,
VICTORIA, HONGKONG,
To be Sold by Order of the Mortgagee
By
PUBLIC AUCTION,
IN ONE LOT
On
MONDAY,
The 18TH DAY of SEPT., 1922, at 3 o'CLOCK P.M.
By
Messrs. LAMMERT BROTHERS
AT THEIR OFFICE, DUDDELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2166 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No 2166 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from
Messrs. HASTINGS & HASTINGS,
Solicitors,
8, Des Vœux Road Central,
and
Messrs. LAMMERT BROTHERS,
387] Auctioneers.

J. B. LAL,

THE ABLE INDIAN PHYSICIAN
FROM SINGAPORE,

is now ready to receive anyone who wishes to consult him on the following diseases, viz., Cold, Catarrh, Headache, Hemicrania, Earpain, Giddiness, Toothache, Running of the Nose, Neuralgia, etc., etc., and

GUARANTEES TO CURE
the above diseases in less than
TWO MINUTES.

I can cure all Kinds of Eye diseases as well as other sicknesses and guarantee to cure radically.

$1,000 REWARD.

A Reward of $1,000 (one thousand) will be paid to any person who is able to cure the above mentioned diseases within 2 minutes, providing he does not make use of my medicine.

The medicine is my own preparation.

Consulting charge $3.00
Visiting Fee 5.00

Consulting hours 9 A.M. to 12 NOON.
" " 3 P.M. to 6 P.M.

J. B. LAL,
c/o KING EDWARD HOTEL,
ROOM No. 48.
[1385

INTIMATIONS

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Society will be held at the Head Office of the Society, Nos. 3 and 4, Queen's Buildings, Hongkong, on TUESDAY, the 5th day of September, 1922, at NOON, for the purpose of receiving a report of the proceedings at the Meeting held on the 18th day of August, 1922, and of confirming if thought fit the following Resolution as a Special Resolution:—

"That the new Articles already approved by the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Society to the exclusion of and in substitution for all the existing Articles thereof."

Dated this 19th day of August, 1922.
By Order of the Board,
C. MONTAGUE EDE,
1394] General Manager.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Head Office of the Company, Nos. 3 and 4, Queen's Buildings, Hongkong, on TUESDAY, the 5th day of September, 1922, at NOON, for the purpose of receiving a report of the proceedings at the Meeting held on the 18th day of August, 1922, and of confirming if thought fit the following Resolution as a Special Resolution:—

"That the new Articles already approved by the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Dated this 19th day of August, 1922.
By Order of the Board,
C. MONTAGUE EDE,
1395] General Manager.

BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Head Office of the Company, Nos. 3 and 4, Queen's Buildings, Hongkong, on TUESDAY, the 5th day of September, 1922, at NOON, for the purpose of receiving a report of the proceedings at the Meeting held on the 18th day of August, 1922, and of confirming if thought fit the following Resolution as a Special Resolution:—

"That the new Articles already approved by the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Dated this 19th day of August, 1922.
By Order of the Board,
C. MONTAGUE EDE,
1396] General Manager.

PREPAID "WANTED" ADVERTISEMENTS

☞ Letters are lying at this Office for Boxes QV, RF, RU, RW, TH, TU.

WANTED.—Japanese Woman wants post as Children's Nurse, preferably on Peak. Apply Box T.N., c/o *Daily Press* Office. [229

OPHTHALMIC SURGEON D.O. (Oxford) seeks position as eye-specialist or *locum tenens* from June, 1923. Please apply Box No. T.Y., c/o *Daily Press* Office. [230

WANTED.

WANTED by October First or End, a Reliable NURSE, preferably English, for a three year old girl—with amah's help, for three or four years, with home passage. Correspondence addressed MADAME DE ROSSI, Italian Consulate-General, Shanghai. [1356

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown!
Further details apply
485] W. G. HUMPHREYS & Co

FOR SALE.

STEAM LAUNCH. Dimensions, Length Overall 65 ft., Beam 10 ft., Depth 5 ft. 7 inches. Hull of Hardwood underwater with Teak top sides, & deck. Frames of Ipol. Engines 6½" x 10" 9"

Boiler, 4 ft. 9 inches dia., 6 ft. 6 inches long Speed 9 knots.

For further particulars apply to P.O. Box 474, Hongkong. [1382

INTIMATION

JOHN DEWAR & SONS, LTD.,

PERTH, SCOTLAND.

By Royal Appointment to His Majesty The King.

WHITE LABEL

FINEST SCOTCH WHISKY

OF GREAT AGE.

AWARDED 50 GOLD AND PRIZE MEDALS.

AGENTS:

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants.

ESTABLISHED 51 YEARS.

BIRTHS.

BENNETT.—At Shanghai, on August 18th, to Captain and Mrs. N. R. BENNETT, a daughter.

WILKINSON.—At Kuling, on August 17th, to Mr. and Mrs. E. WILKINSON, a son.

HONGKONG OFFICE: 10A, DES VŒUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 29TH, 1922.

CHINESE RAILWAY EARNINGS

THE Ministry of Communications at Peking cannot be congratulated upon the expedition with which they issue their annual reports. "The Statistics of Government Railways for the year ending December 31st, 1920," has only recently been published. This tardiness is explained as being due "to the delay for about six months in the submission of the reports of the Peking-Hankow and of the Peking-Suiyuan Lines, as caused by their amalgamation and subsequent reorganisation in the same year." What the excuse will be for the delay in issuing the report for the year 1921 we do not know, but we notice that the Railway Administration has just been able to issue the "Approximate Financial Returns for the year 1921." We do not propose to weary the reader with a maze of statistics—those specially interested may obtain the detailed reports—but for the general reader the salient features of the 1920 Report cannot be without interest. Of the 6,818 miles of railway in operation in China the Government own about about three-fourths and it is gratifying to see that the Report finds occasion to remark on "the considerable progress and development these lines have made." In spite of adverse conditions, such as flood, famine and local disturbances, the revenues of the Government railways in 1920, totalling $91,443,932, showed an increase of over eight and a quarter million dollars compared with the returns for the previous year. Revenue exceeded expenditure by $40,814,447, which is over four and a quarter millions better than in 1919. But there was a sad decline in "surplus revenue" in the year 1921, if the "approximate financial returns" for that year are reliable, for it is given as $23,712,000, which represents a decline of over $17,000,000. The official explanation of this has yet to be published. We note that of the fifteen lines owned by the Government only three were unable to cover operating expenses. These were the Chuchow-Pinghsiang, the Changchow-Amoy and the Hupeh-Hunan: "the first being under constant military disturbance, and the last two being short lines without connection." In addition, two other lines—the Shupingkai-Taonan and the Canton-Kowloon—were unable to pay "full income charges," "because one was new and the other disconnected." At the end of the year 1920 the accumulated surplus of the combined Government lines stood at $85,394,227.84, including fifty-three million dollars for additions to property and thirty million dollars for funded debt retired through surplus.

It is noteworthy that the revenue from freight was larger than that from passenger traffic. The most important passenger carrier of all the lines is the Peking-Mukden railway, next comes the Peking-Hankow line, and then come the Shanghai-Nanking and the Tientsin-Pukow. Agricultural produce constituted nearly twenty-five per cent. of the goods carried and the Report states:—"The largest originator of this class of goods is the Tientsin-Pukow with about 24 per cent. of the total for the class. On the Shanghai-Nanking, agricultural products comprise about 65 per cent. of the total number of tons originated: on the Kirin-Changchun they make up over 50 per cent. of the total." In terms of revenue the traffic in goods brought in $50,670,132.79 as against $47,043,487.62 in 1919. Of this nearly twenty million dollars represent agricultural products, with fifteen and a half million for mineral products and approximately nine million for manufactures. The passenger revenues totalled $34,385,560, showing an improvement of nearly six millions on the revenue from this source in the previous year.

No doubt the disappointing results of the working of the railways in 1921, as shown by a decline in the surplus revenue by over $17,000,000, representing something like 45 per cent., is attributable to the disturbed conditions in the territories served by the principal Government railways. No fewer than seven showed deficits, the largest being the Hupeh-Hunan railway, which showed a deficit of $2,262,000. The Canton-Kowloon railway appears among the seven, as showing a deficit of $316,000. When the accounts for the year 1922 come to be published it is to be feared that they may prove still less satisfactory than those for 1921, but the statistics furnished by the Report for 1920 do at least show that, given peace and settled progressive government in China, no limit can at present be set upon the earning powers of the railways in China.

The Hon. Mr. E. V. D. Parr was at Shanghai last week.

The Kailan Mining Administration's mines for the week ending August 12th, amounted to 70,440 tons and the sales during the period to 51,125 tons.

The Manila Obstrvatory yesterday afternoon reported the cyclone or typhoon N. of Melacosima filling up. The Hongkong Observatory issued similar information a couple of hours earlier.

It is announced that owing to the resignation of Mr. D. Poyntz Ricketts, Mr. L. J. Newmarch has been appointed General Manager and Engineer-in-Chief of the Peking-Mukden Railway.

The British-American Tobacco Co., Ltd., London, have declared an interim dividend of 4 per cent., payable on September 30th. The market price of ordinary shares now is £4. 8s. 6d.

Apropos of a recent rumour which could not be confirmed in Hongkong we notice that the Coast Inspector at Shanghai informed the Press of that port last week that he had received a telegram from the Amoy Commissioner of Customs, dated 18th inst., which reads as follows:—"Large vessel reported ashore Hunghwa; two masts reported seen Pinghai, inside Oeksen."

The attention of dog owners is directed to request made by the Head of the Sanitary Department which appears among to-day's advertisements.

A new class for beginners at the Chinese Language School run by the Hongkong General Chamber of Commerce is announced to commence on September 11th.

Mr. C. F. Garstin, who has been acting Consul-General in Shanghai since the death of Sir Everard Fraser, has received the official appointment of H.M. Consul in China.

A Chinese passenger from America by the s.s. *President Madison* was fined $250 with the alternative of two months' imprisonment for unlawfully having in his possession two revolvers and 300 rounds of ammunition.

A striking proposal, which if carried out, says the *N.-C. Daily News*, would probably have serious effects on Shanghai and other places, has just been placed before the Government by Mr. Hsieh Tien Pao, a Member of Parliament. He suggests that Woosung, Tangku and Swatow be made free ports.

Mr. Sidney Barton, C.M.G., H.M. Consul-General, has arrived at Shanghai. Mr. Barton, who was not in good health earlier in the summer, is now looking very well after his holiday at Peitaiho. He took charge of the Consulate the day following his arrival. Mrs. Barton is expected to arrive early in September.

From notices published in the *Canton Times* we learn that the property of the Company was seized on August 18th under the impression that it was Government property. Mr. Frank W. Lee announces that he has established his private ownership to the satisfaction of the present authorities, and the property has been returned accordingly, and Mr. Lee has reinstated the previous manager.

On account of illness, M. Joffe, the Soviet representative, will not visit Shanghai, says the Russian paper published in the Treaty port. The paper adds that the 50 million Romanoff roubles M. Joffe brought with him for propaganda purposes were drawn from the funds of the Agitation Branch of the Eastern Propaganda Bureau. A Harbin interview is quoted, in which the Soviet agent made a pleasant statement about the spread of "red fire revolution to Japan" in a year's time, possibly less.

Regarding the epidemic of rinderpest in the Philippines, the *Manila Times* of the 23rd inst. says:—A total of 1,475 animals, mostly cattle and carabao, died of rinderpest in the islands during the two weeks ending August 12th, according to a report of the veterinary division, bureau of agriculture. The report also shows that the rinderpest situation last week was much worse than the previous week, 910 new cases with 727 deaths having been registered during the first week as against 937 and 752 for the week ending August 12th.

A ticket-collector on the Yaumati ferry service was sent to prison for six months by the Puisne Judge (Mr. J. R. Wood) yesterday for a misdemeanour in connection with the substitution of tickets. It was alleged that there were accomplices. The jury came to a conclusion by a majority of five to two in favour of a conviction. The Judge told them he thought the verdict a fair one; another fact, which would probably confirm them but which had been kept from them until now, was that the prisoner had not answered to his bail at a previous Sessions but had since been arrested.

A water buffalo caused a sensation at the Victoria Recreation Club baths on Saturday afternoon by rushing into the premises and plunging into the bath, which at the time contained a number of swimmers. They bent a hasty retreat and in record time the bath was cleared. The buffalo swam contentedly about until arrangements were made for the bath to be emptied when a number of police and coolies succeeded in hauling the creature out of the enclosure. The animal is said to have broken loose from a herd at Wanchai which was being transferred from the s.s. *Sun On* to the s.s. *Sui Tai* for transhipment to Macao.

Discussing the flight of Dr. Sun Yat Sen from Canton, the Japanese paper *Jiji* says:—Personally we are not without sympathy for Dr. Sun for his present downfall, but from the standpoint of the general interest of China his predicament is of no consequence. Dr. Sun has had so many bitter experiences of defeat that he may not take his present downfall seriously to heart. At all events, the rise or fall of this or that politician in China at the present juncture is not worthy of close attention for its effect on the general situation of China. They are all of mediocre ability and calibre, and people may well be convinced that the ups and downs of the personal fortunes of the Chinese leaders will leave the general situation unaffected.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

M. CHICHERIN DESIRES TO VISIT U.S.A.

ON A FINANCIAL QUEST.

RIGA, August 27th.

Latvian diplomatic circles state that M. Chicherin has applied to the American Consulate at Berlin, for permission to visit the United States and make overtures to bankers and Government for financial aid.

RUSSO-ASIATIC COMPANY.

CONFERENCE WITH KRUPPS AND SOVIET AUTHORITIES.

PARIS, August 27th.

The *Petit Parisien* learns from Essen, that Mr. Leslie Urquhart, Chairman of the Russo-Asiatic Consolidated Company, is at present in Berlin, conferring with the Soviet authorities. He also had several conferences with the directors of Messrs. Krupps, resulting in a decision that Krupps shall play a more important part in the enterprise of the Russo-Asiatic Company.

MORE SOVIET "JUSTICE."

DEFENDENTS' COUNSEL DEPORTED.

WARSAW, August 27th.

Counsel in the recent Social-Revolutionary trial at Moscow, have been deported to the Archangel district.

OBITUARY.

SIR L. J. VAN DEVENTER.

JOHANNESBURG, August 27th.

The death is announced of Sir Louis Jacob Van Deventer, K.C.B., C.B., Temp. Major-General and Commander-in-Chief East Africa since 1917.

CANADIAN MINING STRIKE SETTLED.

SYDNEY (NOVA SCOTIA), Aug. 27th.

The coal strike has been settled.

[A cable message, dated August 16th, stated that 1,200 miners were on strike at Glace Bay. Several hundred troops had been despatched in consequence of collisions between voluntary workers and strikers.]

EARLIER CABLES.

FRENCH WATERSIDE STRIKE

BARBED WIRE BARRICADES AND TRENCHES.

LONDON, August 27th.

The strike of six thousand dockers at Havre for higher pay accompanied by interference with traffic and sympathetic twenty-four hour strikes of seamen and other workers, led to serious street fighting. The strikers stoned the police, who fired. Three were killed and 37 wounded. The strikers fortified the strike committee's headquarters with barbed-wire barricades of telegraph-poles and tree-trunks, tore up pavements, and dug trenches. The police this morning occupied without bloodshed a building held by the extremists, who were driven out after six had been arrested. The troops occupied the railway station, enabling the departure of trains. Reinforcements of troops and police are arriving.

DISORDER ENDED.

HAVRE, August 27th.

In addition to six strike leaders, the police have rounded up and arrested numerous agitators, including women. Meetings have been prohibited. Order has now been restored.

FRANCO-BRITISH DISPUTE.

LEAGUE OF NATIONS COUNCIL TO DECIDE.

LONDON, August 27th.

For the first time, two first-rank Powers appear in opposition before the League of Nations. The issue concerns Tunis and Morocco, regarding which Britain has placed a motion next on the agenda. The British complain that the French have no right to impose French nationality on British subjects born in Tunis and Morocco, which are not French Dominions but merely Protectorates.

Britian has frequently protested that British subjects of Maltese origin have been handcuffed and compelled to join the French Army. France contends that she possesses sovereign rights to impose nationality on foreigners born in the Protectorates. France refused to submit the dispute to arbitration, whereupon Britain handed over the dispute to the League Council which is meeting on Aug. 28th.

WORLD'S AVIATION RECORD.

AN ITALIAN CLAIM.

TURIN, August 27th.

The famous Italian airman, Brakpapa, in a Fiat R.700 aeroplane, flew a measured kilometre at the rate of over 210 miles per hour, which is claimed to be a world's record.

SINKING OF THE "FRANCE."

NAVAL CIRCLES' OPINION.

BREST, August 27th.

Naval circles are unanimous that the wreck of the battleship *France* was an unavoidable accident. The loss is regarded as very serious as there were only seven battleships of the *France* type in the French navy but it is pointed out the the Washington treaty allows France to build a successor. It is stated that one of the missing sailors has been picked up.

STATUS OF THE IRISH TREATY.

STILL UNAFFECTED.

LONDON, August 27th.

The death of Mr. Collins and Mr. Griffith, the retirement of another signatory to the treaty, and the desertion of a fourth in no way affect the status of the Treaty.

Mr. Churchill, telegraphing to Mr. Cosgrave the foregoing, added that, on the contrary, both sides will feel it all the more a sacred duty to carry out the Act of reconciliation.

Mr. Cosgrave replied that the Provincial Government will unswervingly adhere to its programme of giving full effect to the Treaty.

THE REPARATIONS QUESTION

COMMISSION MAKES DECISION TO-MORROW.

PARIS, August 27th.

The Reparations Commission met this morning, but is not making a decision till Wednesday. It has informed the Reich that it can be heard then if it wishes.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

"TIMES" COMMENT ON CHINESE SITUATION.

BETTER THAN THAT OF MANY EUROPEAN STATES.

LONDON, August 27th.

A *Times* leader, commenting on the situation in China, says: "Despite gloomy prospects for an immediate solution of the country's difficulties, it is something to know there are men eager for reform and courageous enough to continue striving therefor, despite innumerable difficulties. As a State, China is thoroughly disorganised, but as a social structure she is still a going concern. As the magnitude of her foreign trade proves, she is at least infinitely better off than many States of Europe. She possesses proved patriots, but is handicapped by ignorance of the standards and values of a new political system, which has been forced upon her by revolution, and the present confusion is but an incident in her history. That she has much to learn and much to go through before she acquiries stability is inevitable, but it is unthinkable that a race like the Chinese, endowed with vigour, industry and intellect, will fail to emerge successfully from their disordered political condition."

CONFERMENT OF HONOURS.

ROYAL COMMISSION.

In the House of Lords, on July 19th, Viscount Farquhar (Lord Steward of the Household) brought up the following message from the King:—

I have received your address, praying that a Royal Commission may be appointed to consider and advise on the procedure to be adopted to assist the Prime Minister in making recommendations of the names of persons deserving of special honour, and I will give directions that a Royal Commission shall issue for the purpose mentioned in your address.

A Pakhoi correspondent, writing to a Northern contemporary mentions that fantan and lottery stalls have been licensed there. This was done, he says, on the order of Wong Ming-tong (one of Dr. Sun Yat Sen's supporters), and it is said that the fees bring in something like $500 per day. Be that as it may, says the correspondent, the gambling mania is doing untold harm in many directions. Trade is injured, thieves increase and abound, and cases are instanced where one or two have committed suicide as the only way out of trouble brought on through gambling losses. When a few cash or cents may be staked it is no surprise to find the stalls crowded, not only by women, but by quite small children. All these factors do not make for the peace and prosperity of the district.

A recent meeting of the Chinese Ratepayers' Association of Shanghai discussed the question of dredging the Soochow Creek. The meeting, says the *N.-C. Daily News*, was rather in a quandary over the matter. The creek badly needs dredging, no Chinese authority has shown any readiness to undertake the work, and the Association hesitates to allow foreigners to tackle it lest the sovereign rights of China be infringed. It was decided to hold the "Board of Managers" responsible for the work, and to approach the Civil Governor in the matter of funds. The Chinese Chamber of Commerce has also written to the Civil Governor, informing him that foreigners are deepening the creek and are thereby "snatching away China's sovereign rights." They ask for a government grant so that the work can be undertaken by the Chinese themselves.

AMERICAN RADIO SERVICE.

(Intercepted by the U.S.S. "Tracy," on August 26th, 1922.)

BASEBALL SCORES.

NATIONAL LEAGUE.

Brooklyn, 8——3; Pittsburgh, 7——6.
New York, 4; St. Louis, 3.
Philadelphia, 22; Chicago, 26.

AMERICAN LEAGUE.

Detroit, 3; Washington, 2.
St. Louis, 3——5; New York, 1——6.
Cleveland, 0; Boston, 9.

THE RAILROAD STRIKE.

A FIGHT TO A FINISH.

NEW YORK.

It is reported from the Railroad Labour Headquarters, where it was said that the Unions are preparing for a fight to the finish, that a telegram has been dispatched to all strikers throughout the country, calling upon the strikers to renew the struggle with redoubled vigour.

ADMINISTRATION TO REFRAIN FROM INTERFERING IN NEGOTIATIONS.

WASHINGTON.

Cabinet members have announced that the administration will refrain, for the present, from making any move in the rail strike situation, but they indicated, however, that the President was firm in his determination to stand by his statement to Congress, in which he "resolved to use all power to maintain transportation."

THE RAILROAD EXECUTIVE'S OFFER.

NEW YORK.

A statement by the rail executives of the broken-up Railroad Conference, representing thirty-three per cent. of the country's roads, says the executives were willing to take strikers back with all their former rights, but the Unions refused this offer.

"AGREEMENT MUST BE SIGNED BY ALL OR NONE.

NEW YORK.

Mr. B. M. Jewell, head of the Shopmen's Unions, has stated that the men could not sign an agreement with only a portion of the railroads. The agreement was to be signed either by all or none.

"NOTHING MORE TO BE DONE."

NEW YORK.

Mr. Sheppard, head of the Railroad Conductors' Union, who has been assisting in attempts at strike settlement, has said that mediation by the Brotherhoods had reached a point where "there is nothing more to be done."

COAL MINERS SIGN AGREEMENTS.

SPRINGFIELD.

An agreement has been signed covering fifty per cent. of the coal miners in Washington. An agreement has also been signed, covering the Oklahoma Coal Fields.

BRITISH GAIN TELEPHONE MONOPOLY IN THE ARGENTINE.

WASHINGTON.

The Department of State has officially advised the Argentine Government that it has accepted the renunciation of the Western Telegraph Co. to a British concern to take over its rights and monopoly in that country.

CABLE COMMUNICATION WITH IRELAND.

NEW YORK.

A cable from Ireland says that Insurgents have evacuated and that the Free Staters have occupied the Commercial Cable Co.'s station at Waterville, Ireland. The Company will resume traffic within a few days.

(Intercepted by the U.S.S. "Tracy," on August 27th, 1922.)

THE KU KLUX KLAN.

LOS ANGELOS.

Thirty-five Ku Klux Klansmen have been acquitted or charges of felony, which was the outcome of the trouble last April. The Jury deliberated for five hours before giving their verdict.

CHURCHES ADVISED TO COMBINE AGAINST THE KU KLUX.

CHICAGO.

Protestant Churches in Chicago are urged to join Catholics, Jews, and Negroes against the Ku Klux Klan, following the Anti-Ku Klux Klan Meetings at which the Ku Klux was denounced.

FOREIGN GUNBOATS DISPATCHED TO ICHANG.

PEKING.

The American gunboat *Isabel* and other foreign gunboats have sailed for Ichang, on the Yangtsze River, on account of soldiers firing on foreign merchant craft. Dispatches from Shanchow, Honan Province to the Peking Legations says that a Greek surveyor and a French engineer and his daughter have been kidnapped and held for ransom. A dispatch from Harbin, Manchuria, says that bandits have seized a train on the Chinese Eastern Railway. One Japanese and one Russian have been killed.

LATEST RAIL STRIKE NEWS.

NEW YORK.

The railroad Executives and the Shop Craft Leaders are leaving for home to re-align their forces for a fight to the finish. The Unions says they are prepared to hold out until they win. The Executives say "we will break the strike within a week."

(Continued at foot of next column.)

SMUGGLING SPIRITS.

INDIAN SEPOY CONVICTED.

A sepoy of the H.K.S.B., R.G.A., was charged before Mr. Hamilton, at the Magistracy, yesterday, with attempting to smuggle into the Colony two bottles of gin on which the duty of $2 had not been paid.

A Chinese revenue officer said that at 5.30 p.m. on Saturday, he attempted to stop the defendant as he left the Canton wharf. The defendant took to his heels, and was chased through the Wing On Company Stores, along Des Vœux Road Central, and into Wing Woo Street, which is between the Sun Company's Store and the Sincere Company's Store, where he was arrested. In the struggle that ensued the two bottles were broken.

A Chinese constable gave corroborative evidence and said when the defendant was arrested he deliberately threw both bottles away.

The defendant said that he bought the bottles in Wing On's Store. He received a receipt for the two bottles separately. This he afterwards wrapped up with the bottles. He did not attempt to conceal them. When the bottles were broken the receipt from the store was lost.

Inspector Cashman said that the gin was contained in brandy bottles and a European revenue officer explained that if the bottles had been purchased from the Store the corks would have been sealed with a "duty paid stamp." This could not be found among the fragments of broken glass.

The Magistrate said that he felt convinced that the defendant was guilty and that he had probably got the spirits from the Canton boat. He imposed a fine of $20 with the option of three weeks' imprisonment.

INDENTURED LABOUR.

MAGISTRATE'S REMARKS ON SYSTEM OF EMPLOYING FISHERMEN.

A Chinese fisherman was prosecuted before Mr. Hamilton, at the Magistracy, yesterday, with having absconded from his master, the owner of a fishing junk.

Mr. H. C. Lee appeared for the prosecution and said the defendant was engaged by the fisherman as a foki. The master paid defendant the sum of $35 in advance, on the understanding that the defendant would work for him for the next six months for no pay. Defendant joined the boat. On June 19th the money was duly paid over, and he absconded on July 23rd.

Questioned as to why he absconded the defendant told the Magistrate that he was a poor man, and the money he received from his employer was not sufficient to cover all his debts.

Defendant was ordered to pay $50 to his employer as compensation or in default of payment one month's jail.

The Magistrate remarked that the employer was asking for trouble by giving advances and expecting the defendant to go on no pay for six months. It was the worst form of indentured labour he had come across and it was a great temptation to the employé.

PILFERING SHIP'S STORES.

SEAMAN SENT TO PRISON.

Three Chinese seamen of the s.s. *Ixion* were charged before Mr. Lindsell, at the Magistracy, yesterday, with unlawfully having in their possession 23 cups, 57 saucers, one tea-pot and a quantity of ship's stores.

The first man said that he was taking charge of the cups and saucers for another seaman who had been put ashore at one of the ports of call on account of illness. He was instructed to hand the things over to the man's brother here.

The second man said that four tins of milk represented what he had saved from his rations whilst the third man denied all knowledge.

Evidence was given by Sgt. Carey who said he saw some seamen's gear being lowered into a sampan from the stern of the ship. When he discovered the stores, some of which were concealed in seaboots, he arrested the boatwoman who took him on board and pointed out defendants as the men who had engaged her boat.

The crockery was recognised as part of the ship's cargo from Japan to Seattle, and several cases were found to have been broached on arrival.

The first defendant was sent to prison for six weeks, the other two were discharged.

RAIL STRIKERS: OUTRAGES ALL OVER THE COUNTRY.

CHICAGO.

The Railroad Shopmen's Strike approached the end of the eighth week of the strike with a committee of the "Big Five" mediators and executives conferring in New York, to the accompaniment of the reports of outrages in several sections of the country. Two bombs exploded in the vicinity of Roundhouse Hotel, housing workers of Chicago and Alton Round House, twenty miles south of Jacksonville, Illinois. During the following night there were incidents of rail greasing and cutting air hose. Citizens are terrorized.

The Illinois central train was stoned near New Orleans and there was an attempt to dynamite a bridge, near Sabish Lake, Missouri. A railroad foreman's home at Jacksonville, Florida, has been dynamited and disorder is reported from Garett, Indiana.

A PERJURY CHARGE.

SUBMISSION AS TO THE VALIDITY OF SUBSEQUENT EXPLANATIONS.

A case in which an elderly Chinese is indicted for perjury was opened at the Criminal Sessions, yesterday, before the Chief Justice (Sir Wm. Rees-Davies) and a special jury composed of Messrs. D. G. M. Bernard (foreman), G. P. Curry, H. A. Lammert, A. G. Coppin, R. M. Dyer, W. G. Goggin and E. J. Chapman.

The perjury was alleged to have been committed in proceedings, on October 26th, 1921, before Mr. C. D. Melbourne, a commissioner, in an action then pending in the Supreme Court, between H. J. Murray (plaintiff), and Walter Ford & Co., Fung Yan-sam (the accused), and others. It was a material question whether accused was a partner in the defendant firm and prisoner (it was alleged) made or subscribed a declaration, filed in the action, in which he wilfully, corruptly and knowingly declared:—"I deny that I am a partner in such defendant firm of that I was a partner therein at the time the cause of action accrued, or that I was ever a partner therein."

The Attorney-General (the Hon. Mr. J. H. Kemp, K.C.), conducted the case for the Crown, and Mr. Elsley Zeitlyn (instructed by Mr. Leo Longinotto) appeared for the defence.

The Attorney-General explained that Walter Ford & Co. and accused were sued as the makers of a promissory note for $6,000 and W. J. L. Ford and Tai Mingtok were sued as guarantors. An appearance was entered for accused by Mr. Longnotto. On October 26th defendant made the declaration out of which the charge arose. It was a clear statement, submitted Counsel, that accused was never a partner in the firm of W. Ford & Co. The solicitor conducting the case on behalf of the plaintiff, Mr. C. H. Lyson, on October 27th filed an affidavit setting out the partnership agreement, and signed by the accused.

Six days later, the defendant made another declaration in which he stated that W. J. L. Ford, interpreter, of Messrs. Wilkinson & Grist, had been a friend of his for many years and through him he had done a great deal of business. He had always signed any document Mr. Ford had put before him. Defendant neither read nor understood English. He had not the slightest recollection of signing the agreement. He had never received any accounts or dividend of the firm of W. Ford & Co., nor had he ever heard of the firm until he was sued.

Mr. H. A. Nisbet, Registrar of the Supreme Court, produced certain documents and gave formal evidence.

Counsel for the defence cross-examined to show that, in actions against W. Ford & Co., the accused was not cited as defendant.

A clerk in the firm of Messrs. Wilkinson & Grist, cross-examined by Mr. Zeitlyn, said prisoner neither spoke, read, nor understood English. He had only heard him call Mr. Walter Ford by his Chinese name, which was Leung or Wing Cheung.

Mr. Zeitlyn: Is the defendant a man of integrity?

The witness: I don't know, he is a man of means.

Mr. Zeitlyn: I will not pursue the question. I am afraid that, for the witness, integrity and means are synonymous.

Evidence for the Crown having been concluded, Mr. Zeitlyn desired to submit that there was no case to go to a Jury.

The Jury were accordingly dismissed by the Judge until this morning while the point of law was argued.

Mr. Zeitlyn quoted the case *King v. Carr*, in which the Court held, he said, that nothing could be assigned as perjury which was explained in a second affidavit in the same proceedings. In the *King v. Jones* (1791) the Lord Chief Justice said, "The whole of the defendant's evidence on the former trial should be proved, for if in one part of his evidence he corrected any mistake made in another part of it, it will not be perjury." Mr. Zeitlyn said the authorities held that where a declaration or affidavit had been made which contained a falsity, and on a subsequent occasion in the same proceedings the person in peril of prosecution for perjury qualified or explained it he escaped the peril of prosecution.

The Chief Justice: Your argument is, apparently, that I am bound to accept as true the statements in the second affidavit.

Mr. Zeitlyn: On the authorities, it does not matter whether the explanation is true or false: it only matters whether the explanation explains that part of the document that, without it, could be assigned as perjury.

The Chief Justice: I do not read the cases as going to the extent you suggest.

The Court then adjourned until to-day and the Chief Justice intimated that he would then give a ruling.

SCOTTISH SPORT.

SCOTS NARROW ESCAPE IN CRICKET.

IRISH PLAY SAFETY FOR A DRAW.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, July 19th.

After a long spell of wet weather we had a favourable week-end, with the result of some good cricket returns. An exciting finish was witnessed in the match between Scotland and Ireland at Partick. It ended in a draw, but it was a moral victory for Ireland; they required only three runs to win and had four wickets in hand. On a sound wicket and against bowling that could not be classed as of more than average quality, the Irishmen started their last innings with the task of making 60 runs an hour, and failed to accomplish it. Their cricket for a time, indeed, was as dull as ditch water; they were trying to save the match rather than win it. They did let themselves out a little towards the close, but not till it was too late. The Irishmen, however, must be said to have deserved victory.

In the County Championship, Fifeshire have had such a run of success that their defeat by Forfarshire came somewhat as a surprise. This is the "Kingdom's" first reverse in the competition. Aberdeenshire had bad luck to draw with Perthshire. Still, the reverse to Fife gives Aberdeen the first position on the table.

Ayrshire's defeat in the Western Union was another surprise. It leaves this local Championship more open, with Greenock at the top.

Undefeated in the Scottish Schools Championship series of matches, Loretto went to Perthshire, and by beating Glenalmond secured the chief honour of the competition. They have previously beaten Watson's, and Edinburgh Academy, and drawn with Merchiston and Fettes, both of the drawn matches being abandoned owing to rain. Loretto have had Championship honours three years out of the last four.

Clydesdale, who are on a brief tour in the Capital, ran up the highest aggregate of the Scottish season, and D. A. Mackay had the biggest individual score. He has done many feats during his career, but nothing to approach his display against Leith Franklin, when in under three hours he gathered 257 runs without being defeated. On the same afternoon the best bowling performance of the season was put on record. Playing for Edinburgh Academicals against Edinburgh Institution, D. S. Weir accomplished the wonderful feat of taking 9 wickets for 2 runs.

INTERNATIONAL.

Scotland, 297 and 165 (John Kerr, Greenock, 75 and 7;—A. W. Angus, Watsonians, 29 and 29; Major M. D. Noble, Grange, 15 and 38; Captain Alexander, Aberdeenshire, 71 and 30); Ireland, 275 and 185 for six (L. Bookman, R. and S. Union, 74 and 14; W. Pollock, North of Ireland, 144 and 21; R. H. Lambert, Leintser, 30 and 63; D. R. Peggott, Dublin University, 13 and 51).

COUNTIES CHAMPIONSHIP.

Forfarshire, 170; Fifeshire, 105.
Aberdeenshire, 248 for 6; Perthshire, 112 for 7.

WESTERN UNION.

Ferguslie, 210; Ayr, 120.
Greenock, 127; Drumpellier, 122 for 8.
Kelburne, 142 for 7; Kilmarnock, 70.

PUBLIC SCHOOLS CHAMPIONSHIP.

Glenalmond, 70; Loretto, 105.
Watson's, 110; Fettes, 100.

OTHER MATCHES.

Perthshire, 145; Edin. Univ., 112.
Clydesdale, 346 for 5; Leith Franklin, 74.
Poloc, 111; Selkrk. 62.
Watsonians, 102; Gala, 74.
Stirling Co., 104; Grangemouth, 97.
Carlton, 210 for 9; West, 123.
Grange, 203 for 9; Stewart's, 101 for 8.
Edin. Academicals, 208 for 8; Institution, 28.
Heriotonians, 129; Hawick, 70.
Brunswick, 62; Edin. Indians, 23.
West, 111; Stirling Co., 61.
Clydesdale, 105; Grange, 197 for 6.
Fettes, 156 for 7; Watsonians, 102.

LAWN TENNIS CHAMPIONSHIPS.

At the East of Scotland Lawn Tennis Championship meeting at Liberton, Mrs. Robin Welsh, who won the Ladies' Singles Championship for the first time in 1904, and has won it every time she has played since, again carried it off against a formidable rival in Miss Marie Macfarlane, Merchiston, the Scottish International hockey player and holder of the East of Scotland Badminton Championship. Dr. G.M. Elliott, the Scottish Champion, again won in the final of the Singles Championship against F.G. Costeloe, Liberton. Kennedy Smellie, Waverley, partnered by A.W. by Banks, Merchiston came out winners in the Gentlemen's Open Doubles against the Bellahousten pair, Eric Rayner and R. Paul.

AUSTRALIAN EMIGRATION SCHEME

Sir James Mitchell, Premier of Western Australia; Mr. Churchill, Secretary of State for the Colonies; and Messrs. Amery and MacNaughton, chairman and vice-chairman respectively of the overseas settlement committee, have agreed to a draft emigration scheme, subject to Mr. Hughes's concurrence. It is understood that it is proposed that the Commonwealth Government should float a loan of £6,000,000 for the purpose of carrying out the scheme, Great Britain, the Commonwealth and Western Australia each to be responsible for one third of the annual interest payment. Otherwise the agreement practically follows the scheme submitted to the inter-State Premiers' Conference.

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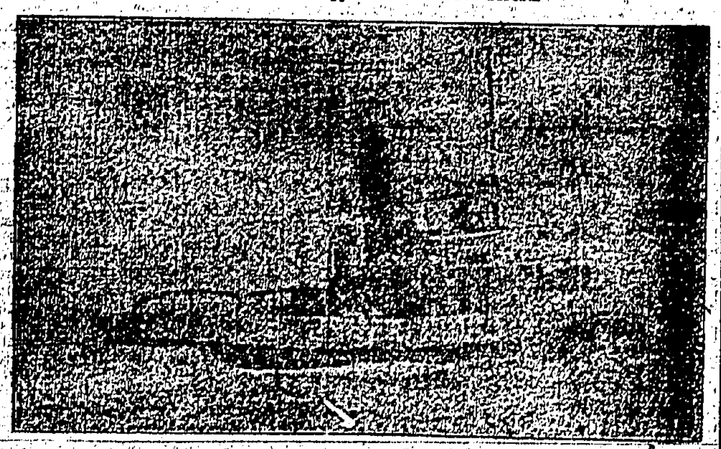

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THE CHURCH AND GAMBLING.

BISHOP AND DOCTOR.

The Bishop of Rangoon, in the *Rangoon Gazette* of August 7th, replies to a letter by Dr. McGuire of Insein. The Bishop says:—No donation was either offered to or accepted by the Rangoon Diocesan Conference. The question the Council discussed was whether it must forbid any institution connected with the Church in the Diocese to accept money offered to the institution by the Turf Club or not. This is a very different matter. Put in concrete form it amounts to this. The school for blind Burmese boys and girls is in great difficulties. Is it worse to close it and to sacrifice the generous donation given by the public to start it, or to accept the offer of the Turf Club which would bring it relief? Or—to put it from the other side—here is a body of upright gentlemen entrusted with the control of racing in this province. They show plainly that they are out to stop all the harmful betting and all malpractices they can. Even so they find themselves possessed of a considerable sum when their work is completed. What is to be done with it? They can either spend it on useless additional luxuries for race-goers or on helping orphan children, the deaf and dumb, the blind, the social work of the Y.M.C.A. or the Salvation Army. Which is best? If gambling could be stopped I would stop it. It is at the best silly and at the worst produces much trouble and evil doing. But it cannot be stopped. The Y.M.C.A. in Bombay, the Salvation Army social work, the school for the deaf and dumb and other institutions in Burma have received gifts from the Turf Club. The question is, has the reception of these gifts encouraged gambling? Would the reception of them encourage it? There is no question of "the Church" receiving these gifts. I doubt if they would even be offered to "the Church." They are offered to help orphans or blind or deaf and dumb or released prisoners who want a start. As this money must exist, is not this the best way to have it spent? I know it would be easy for unscrupulous opponents of the Church (of whom Dr. McGuire is not one) to use the decision arrived at in the Council to declaim against it. That possibility must not move us from deciding the question on its merits. If we were wrong we shall own it and rescind. I have myself asked our institutions to refuse such gifts in the past and they have done so. It is only on a careful review of the whole case in its present aspect that I felt I should not make this request again.

A REJOINDER.

Dr. McGuire, in a reply to the Bishop, says: The Bishop's letter, taken in connection with the report of the Council leaves one feeling somewhat puzzled as to just what is the relation between an institution of the Church and the Church itself. The Bishop's idea appears to be that the relation is such that an institution may receive money for its work which is the proceeds of gambling, and may be permitted by the Church to do so without the Church thereby incurring any moral responsibility in the matter. And yet, as shown from the report, the relation is such that the Bishop himself may receive the donation or, on the advice of his clergy, he may refuse to do so; also such a relation that some members of the Council felt that the Church, if it permitted the acceptance of such a donation, would be open to the charge of inconsistency and would stultify the advice which missionaries are giving their people against gambling; others felt too, that it would work against the great spiritual effort which the Church is planning for the future. The view of such members appears to be that an institution of the Church is simply the Church itself carrying on through the institution a gracious ministry for the people. This appears to me the true view and the view which, if I mistake not, Protestant Christians generally would adopt for this and similar cases. The other view, if carried out, would make the Christian Church a virtual partner with great gambling organisations lending to them an appearance of respectability, and receiving for its gracious ministries a share in their ill-gotten gains.

If the Y.M.C.A. the Salvation Army and such organizations accept such money it is not for them to set the standard for the Church of Christ, it is up to the Church to set the standard for them and to call them up to it.

The Bishop says that gambling cannot be stopped, and this is true in the present condition of public sentiment. But given a public sentiment strong enough, and gambling can be reduced to the vanishing point, to the great good of the individual, the home, and society. In the creation of such a public sentiment the Christian Church must be the leader, and it cannot afford to throw away its leadership by an alliance with gambling organizations. The Bishop says that "The Rangoon Turf Club . . . . has shown a desire to reduce gambling" but a member of the Council who is perhaps better informed on the subject of gambling than the Bishop, said that "the profit this year amounts to a hundred thousand rupees, and next year it will probably be half as much again." This is a large fund, and Christian organizations, if they expect to have an influence against gambling should keep clear of it. I have a warm place in my heart for every branch of the Church of Christ, and what I long for is to see the Church in all its divisions, lined up as an army, one and undivided, on the great moral and social questions of our time.

In the House of Lords, on July 10th, the Earl of Crawford informed the Duke of Northumberland that, so far as the Government were concerned, no one had been authorised to make a direct offer to any person of an honour in exchange for a money payment.

THE WHOLE ART OF PIPE SMOKING.

[BY JOHN ELLIOT.]

"I wish I could smoke a pipe! But it always burns me to distraction, and I can't face it."

Many men must have said this as they watched their friends, coolly contented, blowing soft blue wisps to the ceiling.

I tried recently to initiate a man to the art of pipe smoking, and I was surprised to find how many little things there are that just make the difference between supreme bliss and extreme unpleasantness.

Undoubtedly the first consideration is the pipe itself. Naturally it is difficult to legislate generally on pipes, but if you buy a pipe with a good name, you cannot go far wrong. There are many such pipes at reasonable prices.

As to the wood it is made of, tastes differ. Personally, I love the old style of briar, light in colour, in which you can see for yourself the grain and quality and "ripeness." There is all the charm in the world in watching a good pipe change colour gradually, until the rich dark mellow tint spreads over the bowl.

The stained pipe is all the rage, but it undoubtedly is the lazy man's pipe, because it is coloured for him. There is an oldness about it which is attractive, and it smokes well from the start.

Pipe joy is only secured if you keep to the rules, which are as those of the Medes and Persians, not to be broken. Here they are:—

1. Get a pipe with a wealth of wood in the bowl. A thin pipe is a hot pipe.

2. Fill your tobacco lightly at the bottom of the bowl, gradually increasing the packing until the top is quite firm. Ensure that the draught is absolutely free.

3. Light the pipe slowly and evenly all round. The good smoker uses one match—one only.

4. Do not turn the pipe into a furnace! You see men puffing away, clouds of smoke emerging from every crevice in their heads, and the bowl almost red hot! Any pipe will "burn you to distraction" that way.

The proper way to smoke is the only way, and that is: Keep your pipe alight by frequent "blow-outs" down the stem. A wisp of blue smoke will leave the bowl each time you blow. Draw gently, sweetly, kindly! Nurse your pipe. Let only a small amount of smoke into your mouth—every now and then. My pipe will last 45 minutes that way—45 minutes of such joy as Sir Walter Raleigh, pioneer of smoking, knew so well.

These are the cardinal rules of pipe smoking, and I defy any one to tell me I am wrong!

To the timid beginner I would say this. You will probably be ill at least once in your apprenticeship. Be ill, and persevere! Though your mouth may be scorched, your tongue dry, your face white, and your hand shaky, stick it out!

Two weeks of torment lead to years of bliss. Only the man who knows can tell you of the joy of a pipe on a winter's day; by the side of a stream on a summer evening; late at night when the brain is weary; in trouble; in excitement; in calm reflection; in every mood that sits on mankind.

Not to smoke a pipe is to miss a delight that is unending. To find the favourite pipe, and to smoke it, is to find a friend indeed.

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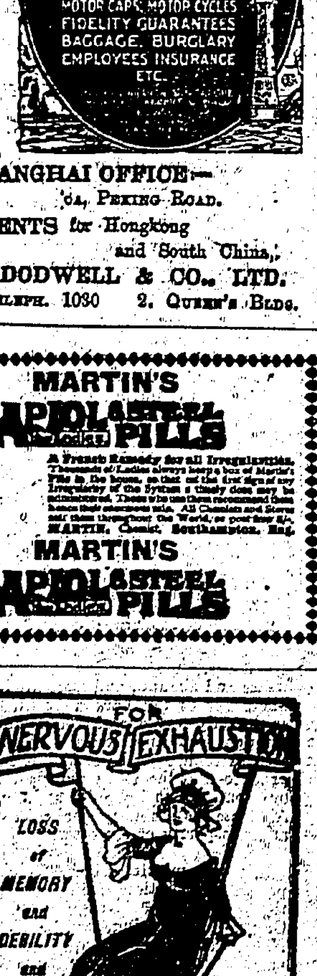

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M/S.	"Asia"	... 4th October.	11th November.
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THE HONOURS SYSTEM.

PREMIER'S ASSURANCES.

ROYAL COMMISSION TO BE APPOINTED.

The Government offered and the House of Commons accepted a Royal Commission to consider and advise on the best procedure to assist the Prime Minister in submitting names to the Crown for the bestowal of honours. That was the upshot of the debate in the Lower House on July 17th, and in the Upper a similar result followed a like proposal. It was known beforehand what the Government's intentions were, and the keen edge of anticipation was thereby blunted. Indeed, to be frank, the discussion in the House of Commons proved much less interesting than had been expected. But the difference between a Select Committee of Lords and Commons as asked for by the 272 signatories to Mr. Locker-Lampson's requisition, and a Royal Commission was not a difference over which any real fight could be made. The Government's offer, therefore, took most of the sting out of the debate. The Royal Commission, as the Lord Chancellor explained to the Peers, will consist of about fourteen or sixteen members, almost entirely taken from both Houses of Parliament.

Mr. Lloyd George spoke very early, only waiting for Mr. Locker-Lampson and Sir Samuel Hoare, to move and second their resolution, which they did in two very moderate but admirably firm speeches, urging that character and public service alone should be the grounds for bestowing honours. They both disclaimed any desire to rake in the past, but they declared that the scandals of the misuse of the present system had become intolerable, and that it was not fair to the Crown—or indeed to the worthy recipients—that honours should be given to the unworthy. Mr. Locker-Lampson did not mention any names; Sir Samuel Hoare alluded to two or three. But both assumed as incontestable that there did exist a certain traffic and sale of dignities, and demanded that it should cease.

NO TRAFFIC IN HONOURS.

The Prime Minister spoke for an hour, and while the House was glad to accept his offer of a Commission, it manifestly was not very greatly impressed by his speech. Of course, he made the perfectly fair point that this was an old agitation, and that the speeches to which the House had just listened had been made on divers occasions before. Such debates, however, and usually ended in an exchange of party recriminations, and the House laughed heartily at his account of Sir William Harcourt's cynical dismissal of the subject in 1894: "On the average justice is done." Perhaps the Parliamentary conscience is rather more sensitive now; at any rate, the House seemed a little impatient of the argument that the system—not the abuses of the system—had been conducted on traditional lines and could not be radically changed without breaking up the party organisations. Political organisation would collapse, so Mr. George contended in one place, if there were no honours, and then there would be political chaos; or it that catastrophe were averted, there would be gross political corruption. Honours must be bestowed for part services, and he warned the Labour party that they might find themselves committed to positions from which they would find it difficult to extricate themselves when they got into power, if they set their faces too strongly now against the honours system, in order to make party capital.

Throughout Mr. Lloyd George assumed that the honours system worked most irreproachably in the vast majority of instances, and that the "well-advertised blunders" were very few. There had only been public criticism, he said, of four recent honours, though the lists had been most closely scrutinised by his opponents, and the rewards, owing to the war, had been abnormally numerous. He assumed, in fact, that if there was no public criticism of any but the four, that meant that there was nothing to criticise, but the House did not seem quite so sure. He warmly denied that any trafficking in honours had been sanctioned. Bargain and sale in such a connection would be most discreditable. If it ever existed, it must be stopped. He told the House positively that, as Prime Minister, he had not known who of those recommended to him for honours had contributed to the party funds. He had not the slightest idea, he said. He did not wish to know; he ought not to know. Nothing could have exceeded the emphasis which he put on this declaration.

THE POLITICAL LIST.

The Prime Minister urged that "the frankly political list" of selections for honours was but a small percentage of the whole, and although this list was prepared by the Chief Whip and had a party flavour, many of those honoured in this way had claims also on other grounds, and so long as their contribution to the party funds was not "a decisive consideration" in the bestowal of the honour he saw no valid reason why the system should be radically changed. He would gladly welcome assistance in the duty of making such recommendations to the Sovereign, but the responsibility would remain that of the Prime Minister, who was ultimately responsible to Parliament. No Committee could relieve him, but if they could strengthen his hands he would be glad to welcome their assistance. The system of rewarding party service by honours might be illogical, but it had the sanction of the purest and greatest names.

The Government therefore offered a Royal Commission, and it will apparently be within the discretion of the Commission to go back into the past, if its members desire, and call any evidence as to the existing practice which they may think proper. Much will depend on the personnel of the Commission and the spirit in which they approach their task. Mr. Lloyd George merely stipulated that if there is to be retrospection it must include the actions of his predecessors; Mr. Asquith frankly said that he did not mind how far back the inquiry went so far as he was concerned, for while he had been Prime Minister no honour was conferred upon anyone without careful inquiry whether the recipient was entitled to it on public grounds, whether he had contributed to the party funds or not.

A DUTY TO CONTRIBUTE.

Mr. Asquith vigorously denounced the "pedantry and folly" of those who affected to see any harm in contributing to party funds. No funds, no party; or, certainly, no effective part organisation. Indeed, in his view, it was not only innocent for a man to contribute, but his duty to do so according to his means. "The walls of Jericho," Mr. Asquith said, "do not fall in these days before an orchestral blast. They have to be sapped and mined, and that is a laborious and costly operation." But there must be no trafficking, and so far as he was cognisant there had been none. He had found it a pleasant thing to be able to reward good men, but no duty of a Prime Minister was "more thankless, irksome, and invidious" than the nomination of the recipients for honours.

Mr. Clynes was very scornful of the Prime Minister's defence. He at any rate cheerfully believed the worst of the historical parties, and hoped that certain cheque books would be called for by the Royal Commission, and that Lord Carson and the Duke of Northumberland would be asked to produce the evidence of trafficking in honours, which they recently said was in their possession. Mr. Clynes also took the opportunity of calling for the abolition of all hereditary honours. Colonel Page Croft said that he was prepared to give evidence of six flagrant cases, and he added that if the honours lists had been submitted to Scotland Yard the country would have known that many of the proposed recipients had failed in their duty as citizens.

Sir Frederick Banbury asked that the names of the Commissioners should be submitted to certain independent members of the House for approval, and then Mr. Ronald McNeill made a considerable stir by attacking the honour conferred on Lord Waring, who, he said, had made a fortune out of Government contracts for aeroplane equipment at the White City. This drew from Lord Waring himself, who was sitting in the Distinguished Strangers' Gallery, the angry denial, "That is a false statement." Undeterred, Mr. McNeill then went on to ask why Sir Archibald Williamson should have been singled out for a peerage, and made certain remarkable allegations against the firm with which he is associated.

After further discussion, Mr. Marriott moved an amendment that a Royal Commission should be substituted for the Select Committee asked for in Mr. Locker-Lampson's resolution, and that this Commission should be empowered to call for documents and compel the attendance of witnesses. Mr. Chamberlain, who wound up the debate, stoutly defended the claim of politicians to public honour, and said the man who excited his indignation was the man who sat by his club fire and damned everybody who was doing anything. Provided a recipient of honours was personally and publicly worthy, he regarded his contribution to party funds as a consideration that should properly be taken into account. Mr. Chamberlain referred with some warmth to Mr. McNeill's charges against Lord Waring, and read to the House a letter from Lord Waring, in which he denied that he had made a fortune at the White City while the shareholders in Waring and Gillow received no benefit. The reverse was the case, and the entire profit went to the company and the shareholders.

The amendment and the resolution were talked out, and the Government's offer of a Royal Commission will therefore take effect.—*Daily Telegraph.*

BRITAIN'S £3,500,000 CHEQUE TO AMERICA.

NEW YORK, July 15th.

America's claim against the British Government for the cost of transporting supplies to England during and after the war in vessels belonging to the United States Shipping Board was settled yesterday, when the British representative in Washington handed Shipping Board officials a cheque for approximately £3,500,000 drawn on a New York bank. The settlement was reached after a year of negotiations, which were originally conducted for Britain by the late Sir Ernest Raeburn and continued by Messrs. Coudert Brothers, of New York. The Shipping Board at first claimed £5,000,000, but the British Government contended that a large sum was due as an offset, leaving a balance in England's favour of over £1,000,000. The negotiations were hampered by the chaotic state of the Shipping Board's books; but it was finally agreed that yesterday's payment represented a fair adjustment. The settlement of the controversy and the prompt payment cannot fail to impress the average American mind with the seriousness of Great Britain's intention to balance her fiscal accounts with the United States. It is understood that rival claims over the cost of moving troops, which promised at the outset to provide much material for agitators on both sides of the Atlantic, were long since quietly and directly settled between the War Department and the British Government. Yesterday's payment, it is believed, explains the recent heavy shipment of gold bars by the British Government to this country.

The death of Sir George Knox, of the Allahabad High Court, removes, says the *Madras Mail*, of July 27th, one who was quite easily the doyen of those in active employ in the Indian Civil Service, which he joined as long ago as 1865. Consequently he has been in harness for 57 years, quite an unprecedented time for European officials to serve in India—almost twice as long as an Indian Civil Servant is expected to serve to secure a full pension.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

BANGKOK via SWATOW & NEWCHWANG via FOOCHOW & SHANGHAI	"DRUFAR"	...Tuesday,	29th Aug.,	Noon.
TIENTSIN	"LOKSANG"	...Tuesday,	29th Aug.,	Noon.
HAIPHONG via HOIHOW	"CHIPSHING"	...Tuesday,	29th Aug.,	4 p.m.
TSINGTAU via SWATOW & SHANGHAI	"MINGSANG"	...Thursday,	31st Aug.	D.L.
STRAITS & CALCUTTA	"KWONGSANG"	...Friday,	1st Sept,	Noon.
MANILA	"HOSANG"	...Friday,	1st Sept,	3 p.m.
KOBE	"LOONGSANG"	...Friday,	1st Sept,	3 p.m.
SHANGHAI	"KUMSANG"	...Saturday,	2nd Sept,	4 p.m.
TSINGTAU via SWATOW & SHANGHAI	"YUSANG"	...Sunday,	3rd Sept,	Noon.
SANDAKAN	"YATSHING"	...Sunday,	3rd Sept,	Noon.
KOBE	"HINSANG"	...Wednesday,	6th Sept,	Noon.
TSINGTAU via SWATOW SHANGHAI	"FOOKSANG"	...Wednesday,	6th Sept,	Noon.
KOBE	"HANGSANG"	...Thursday,	7th Sept,	Noon.
	"KUTSANG"	...Monday,	11th Sept,	Noon.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta. Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued for Northern and Yangtsze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat Jesselton, Labuan Tawau and Tabau Darat.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about Friday, 1st Sept, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

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OUTWARDS.

Vessel	Due Hongkong
"GLENARIFFE"	29th August.
"GLENAMOY"	15th September.
"GLENOGLE"	23rd September.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENLUCE"	2nd Sept.,	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.
"GLENSHANE"	3rd Sept.,	LONDON, ANTWERP, ROTTERDAM & HAMBURG.
"PEMBROKESHIRE"	24th Sept.,	LONDON, ANTWERP, ROTTERDAM & HAMBURG.
"GLENADE"	24th Sept.,	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.

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SHIPPING NEWS

ARRIVALS

August 27th.

Kiangchow, British str., 1,229 tons, Capt. J. A. McCulloch, from Shanghai, with a general cargo.—B. & S.

August 28th.

Changchow, British str., 1,205 tons, Capt. G. Byers, from Shanghai, with a general cargo.—B. & S.

Chipshing, British str., from Canton.

City of Manchester, British str., 3,502 tons, Capt. Wm. Ewing, from Shanghai, with a general cargo.—Bank Line.

Dux, Norwegian str., 761 tons, Capt. R. Hannevig, from Bangkok, with a general cargo. Lee Bing Kee.

Fuchow, British str., from Canton.

Hawaii Maru, Japanese str., 5,958 tons, Capt. T. Suruga, from Shanghai, with a general cargo.—O.S.K.

Hozui Maru, Japanese str., 1,078 tons, Capt. T. Ishigaki, from Hoihow, with a general cargo.—Y.K.K.

King On, Chinese str., 175 tons, Capt. Chow Man Fai, from Tourane, with a general cargo. Po Yan & Co.

Kwongsang, British str., 1,284 tons, Capt. W. F. Bichard, from Swatow, with a general cargo.—J. M. & Co.

Loksang, British str., from Canton.

Loongsang, British str., 1,093 tons, Capt. P. R. Gay Cuming, from Manila, with a general cargo. J. M. & Co.

Lushan Maru, Japanese str., from Canton.

Mingsang, British str., 969 tons, Capt. J. Jowitt, from Haiphong, with a general cargo.—J. M. & Co.

Shansi, British str., from Canton.

Taming, British str., 1,356 tons, Capt. H. Gauld, from Manila, with a general cargo. B. & S.

Torilla, British str., 3,189 tons, Capt. J. S. Reddoch, from Calcutta, with a general cargo.—Mackinnon, Mackenzie & Co.

Tung Hing, Chinese str., 264 tons, Capt. Chan Chau, from K. C. Wan, with a general cargo. Shun Cheong S.S. Co.

CLEARANCES.

August 28th.

Amherst, for Hoihow.
Changchow, for Canton.
Chengtu, for Shanghai.
Chinhua, for Canton.
City of Bagdad, for Manila.
City of Lincoln, for Keelung.
Eyra, for Amoy.
Kwongsang, for Canton.
Liangchow, for Canton.
Shansi, for Shanghai.
Songlee, for Keelung.
Tosa Maru, for Kobe.
Tungshing, for Hoihow.

PASSENGERS.

ARRIVALS.

Per s.s. *Torilla*, on August 28th:—Capt. Pauncy, Messrs. Lonnsberry, Weller, Rev. Fathers Kehoe and Hosinski, Misses Hashimoto, Matsuda, Nishima, Rubati.

Per O.S.K. s.s. *Hawaii Maru*, on August 28th:—Mr. and Mrs. H. A. Farias, Mrs. Drayson, Mr. G. L. Hood, Mr. Helmuth Rohn, Mr. J. C. D. Silva.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* is due here at 8 a.m. on August 31st (Thursday), and will berth at Pier No. 5, Kowloon Wharf.

The R.M.S. *Empress of Canada* left Vancouver for Hongkong *viâ* Japan ports, Shanghai and Manila on August 24th, and is due here on or about September 14th.

The N.Y.K. s.s. *Hakone Maru* (European line) left Singapore for Hongkong on August 26th, and is expected here on September 1st.

The Ben Line s.s. *Benreoch*, from Middlesbro', Antwerp and London, left Singapore for this port on August 28th, and may be expected to arrive here on September 2nd, at daylight.

The P. & O. Co.'s s.s. *Devanha* left Shanghai for this port on August 26th, at 1 p.m., and is due here at 7 o'clock this morning.

The P. & O. Co.'s s.s. *Jeypore* left Shanghai for this port on August 26th, at 1 p.m., and is due here on August 30th, at 5 a.m.

The China Mail s.s. *Gorjistan* will arrive at this port from Amoy to-morrow (August 30th), a.m., and will be despatched for Singapore, Batavia, Samarang and Sourabaya on August 31st, at 3 p.m.

VESSELS EXPECTED.

Ajax (Blue Funnel), due Sept. 4th.
Antilochus (Blue Funnel), due August 31st.
Bellerophon (Blue Funnel), due October 12th.
Eastern (E. & A.), due August 29th, 6 a.m.
Empress of Asia, due August 31st, 8 a.m.
Helenus (Blue Funnel), due Sept. 26th.
Hyson (Blue Funnel), due September 10th.
Kalgan (P. & O.), due August 29th, 7 a.m.
Katori Maru (N.Y.K.), due Sept. 2nd.
Nagano Maru (N.Y.K.), due Sept. 7th.
Orestes (Blue Funnel), due Sept. 19th.
Talthybius (Blue Funnel), Sept. 3rd.
Tydeus (Blue Funnel), due Sept. 13th.
Tyndareus (Blue Funnel), due Sept. 21st.
Yoshino Maru (N.Y.K.), due Sept. 14th.

STATE-OWNED SHIPS.

LOSSES OF CANADIAN FLEET IN 1921.

The shipping world is agreed that the financial severity of the year 1921 has never had a parallel in the annals of maritime commerce. Conditions that with the dawn of the year showed signs of improvement grew steadily worse; money that tended to become easier grew scarcer; tonnage, already in excess of requirements, continued to swell beyond all proportion to its present means of utilisation. Added to these, the shipowner had to face a rate reduction on the goods he carried of as much as 50 per cent., while, to crown his troubles, labour disputes arose and compelled him to send his ships to foreign repair yards.

It is not surprising, therefore, that for 1921 the Canadian Government Merchant Marine, Ltd., is stated to show a balance on the wrong side for the first time. This is stated to be over eight million dollars, but includes depreciation, which is probably a very substantial item.

Particular interest is attached to the performance of this State-owned fleet. Under pressure from the Mother Country, Canada undertook the building of cargo steamers during the war to relieve the scarcity of tonnage, with the result that she found herself in possession of a fleet of steamers at the close of hostilities, when her exports of munitions and supplies had assumed enormous proportions. Although a large sum of money must of necessity be written off as loss owing to reduced tonnage values and to the trade depression succeeding its inception, the Canadian Government Merchant Marine has been directly responsible, during a difficult period, for the regular maintenance of ocean routes which have not only been of great financial benefit to Canadian exporters and the industries they represent, but have also been the means of finding a considerable amount of traffic for the Government-owned Canadian National-Grand Trunk Railways, to which they act as a feeder.

New channels along which to develop direct trade with Canada have been investigated, and trade routes have been established to many ports which hitherto depend for their Canadian traffic upon the irregular visits of steamers, or upon indirect sailings entailing cost of transhipment of cargo and its attendant danger of damage to shipments. Imports have, therefore, been enabled to enter Canada at first hand—an important step forward in the establishment of inter-Empire trade.

In reviewing the activities of the C.G.M.M. during 1921, one must remember that the Company from its inception has had a titanic struggle to gain a footing. Never before has the task of attempting to put a merchant fleet into commission during a period of three years been attempted; nor is it likely that again the situation will warrant such a step. With the recovery of trade to normal conditions the Company should assume a position of the greatest importance in the external trade of Canada.

HONGKONG TIDE TABLE.

From August 29th to Sept. 4th, 1922.

Days of Week	Days of Month	High Water: H'kong Standard Time	Height	Low Water: H'kong Standard Time	Height
		h. m.	ft. tn.	h. m.	ft. in.
Tues	29	m 1 52	6 0	m 8 18	2 4
		3 18 a	4 8	7 58 a	3 3
Wed.	30	m 2 56	6 1	m 10 0	2 5
		4 46 a	4 5	8 47 a	3 7
Thur	31	m 4 6	6 2	m 11 39	2 3
		6 19 a	4 4	10 14 a	3 9
Fri.	1	m 5 14	6 3	0 48 a	1 9
		7 29 a	4 5	11 34 a	2 9
Satar	2	m 6 13	6 5	1 33 a	1 7
		8 18 a	4 7		
Sun.	3	m 7 6	6 7	m 0 42	3 6
		8 51 a	4 9	2 3 a	1 5
Mon.	4	m 7 54	6 9	m 1 31	3 3
		9 16 a	5 1	2 40 a	1 6

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation.	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	1922. W.L. Aug. 26.	W.L. Aug. 28.
	Feet.	Feet.	Feet.	Feet.
Wuchow, W. River	+79.50	—2.42	37.00	36.10
Kongmoon, W. River	+14.70	—0.80	8.20	—
Linkonghow, N. River	+57.00	—	12.00	—
Samshui, N. River	+27.25	—5.00	13.70	13.10
Sheklung, E. River	+15.15	—0.98	5.50	5.30

Engineer-in-Chief.

WEATHER REPORT.

August 28th, at 11.50—Warning to Hongkong, Coast Ports, &c.:—Typhoon of unknown intensity within 120 miles of Lat. 27 deg. N. Long. 126 deg. E., filling up.

August 28th, at 11.50.—Pressure has increased slightly over S.W. Japan and decreased slightly from Formosa to Indo-China.

A feeble anticyclone is central near Tokio and a depression lies over S.W. China.

The typhoon to the north-east of Formosa appear to be filling up.

There are indications of a depression or typhoon near Guam.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 28th August, 0.99 inch. Total since January 1st, 49.79 inches, against an average of 64.81 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Cap Rock	S.W. winds, moderate; generally cloudy, occasional rain.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamocks	The same as No. 1
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 29th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.63	29.61	29.62
Temperature	84	79	82
Humidity	81	93	80
Wind Direction	ENE	NNW	WSW
Force	1	1	4
Weather	C	C	cp
Rain	0.90	0.00	0.01

Highest open-air Temperature on 28th — 85
Lowest open-air Temperature on 27th — 78

VESSELS ADVERTISED AS LOADING

Destination	Vessel's Names	Flag	For Freight Apply to	To be Despatched
LIVERPOOL via MARSEILLES & VALENCIA	Bangal Maru	Jap.	Nippon Yusen Kaisha	On 7th Sept.
BOSTON & NEW YORK via SUEZ	Titan	Brit.	The Rank Line, Limited	On 5th Sept.
NEW YORK & BOSTON	Slavic Prince	Brit.	Prince Line	End of Sept.
SAN FRANCISCO	West Ivan	Am.	Struthers & Barry	On 9th Sept.
SAN FRANCISCO via S'HAI & JAP. PORTS & H'LU.	President Cleveland	Am.	Pacific Mail S.S. Co.	On 13th Sept.
SAN FRANCISCO via SHANGHAI, JAPAN, &c.	China	Am.	China Mail S.S. Co., Ltd.	On 16th Sept.
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	About 21st Sept.
VICTORIA, SEATTLE & VANCOUVER via S'HAI, J. PORTS.	Iyo Maru	Jap.	Nippon Yusen Kaisha	On 16th Sept., at 11 a.m.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Hawaii Maru	Jap.	Osaka Shosen Kaisha	On 1st Sept.
VICTORIA, SEATTLE & VANCOUVER	Ixion	Brit.	Butterfield & Swire	On 29th inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	On 7th Sept.
MARSEILLES, LONDON & ANTWERP	Jeypore	Brit.	P. & O.-B. I. & A. L.	On 31st inst., Noon.
MARSEILLES via HAIPHONG, SAIGON, S'PORE &c.	Cordillere	Fren.	Messageries Maritimes	About 5th Sept.
MARSEILLES, L'DON., ANTWERP via SINGAPORE, &c.	Katori Maru	Jap.	Nippon Yusen Kaisha	On 1st Sept., at Noon.
LONDON, ROTTERDAM & ANTWERP	Thesens	Brit.	Butterfield & Swire	On 4th Sept.
LONDON, AMSTERDAM & ANTWERP	Teiresias	Brit.	Butterfield & Swire	On 25th Sept.
LONDON, ANTWERP, ROTTERDAM & HAMBURG	City of Florence	Brit.	The Bank Line, Ltd.	On 6th Sept.
GENOA, LONDON, ROTTERDAM, ANTWERP & HAMBURG	Glenshane	Brit.	Jardine, Matheson & Co., Ltd	On 3rd Sept.
GENOA, MARSEILLES, LIVERPOOL & GLASGOW	Ningchow	Brit.	Butterfield & Swire	On 7th Sept.
ROTTERDAM, AMSTERDAM & HAMBURG	Sembilan	Dut.	Java-China-Japan Lijn	On 21st Sept.
BOMBAY, MARSEILLES, LONDON & ANTWERP	Macedonia	Brit.	P. & O.-B. I. & A. L.	On 27th Sept.
CALCUTTA via SINGAPORE, PENANG & RANGOON	Taksoka Maru	Jap.	Nippon Yusen Kaisha	On 8th Sept.
STRAITS & CALCUTTA	Hosang	Brit.	Jardines, Matheson & Co., Ltd.	On 1st Sept., 3 p.m.
SINGAPORE & BELAWAN-DELI	Van Overtraten	Dut.	Java-China-Japan-Lijn	On 4th Sept.
BRINDISI, VENICE & TRIESTE	Tracia	Brit.	Dodwell & Co., Ltd.	About 5th Sept.
WEIHAIWEI & CHEFOO	Ichang	Brit.	Butterfield & Swire	On 29th inst., at 4 p.m.
HAIPHONG via HOIHOW & PAKHOI	Taikwa Maru	Jap.	Yamashita Kisen Kaisha	About 31st inst.
KEELUNG via SWATOW & AMOY	Hozui Maru	Jap.	Yamashita Kisen Kaisha	About 3rd inst.
SANDAKAN	Hinsang	Brit.	Jardine, Matheson & Co., Ltd.	On 6th Sept., at Noon
AUSTRALIAN PORTS via MANILA	Tango Maru	Jap.	Nippon Yusen Kaisha	On 19th Sept., at 11 A.M.
AUSTRALIAN PORTS	Eastern	Brit.	P. & O.-B. I. & A. L.	On 31st inst., Noon.
TSINGTAU via SWATOW & SHANGHAI	Kwongsang	Brit.	Jardine, Matheson & Co., Ltd.	On 1st Sept., at Noon.
SHANGHAI, KOBE & YOKOHAMA	Hakone Maru	Jap.	Nippon Yusen Kaisha	On 4th Sept., 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	Angkor	Fren.	Messageries Maritime	About 1st Sept.
SHANGHAI & JAPAN	Kalyan	Brit.	P. & O.-B. I. & A. L.	On 30th inst., 4 p.m.
SHANGHAI	Persia	Brit.	Dodwell & Co., Ltd.	About 6th Sept.
KOBE	Kumsang	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd Sept., at 4 p.m.
SHANGHAI & JAPAN	Tjiliwong	Dut.	Java-China-Japan Lijn	About 4th Sept.
SAIGON, BANGKOK & SINGAPORE	Busho Maru	Jap.	Osaka Shosen Kaisha	On 13th Sept.
MAKASSAR & SOERABAYA	Tjibodas	Dut.	Java-China-Japan Lijn	About 5th Sept.
BANGKOK via SWATOW	Drufar	Brit.	Jardine, Matheson & Co., Ltd.	On 29th inst., at Noon.
SWATOW & BANGKOK	Kaying	Brit.	Butterfield & Swire	On 5th Sept., at 4 p.m.
SWATOW AMOY & FOOCHOW	Haifoong	Brit.	Douglas Lapraik & Co.	On 29th inst., at 1 p.m.
SWATOW, AMOY & FOOCHOW	Haihong	Brit.	Douglas Lapraik & Co.	On 5th Sept., at 1 p.m.
MANILA	Loongsang	Brit.	Jardine, Matheson & Co., Ltd.	On 1st Sept., at 3 p.m.
MANILA, SINGAPORE, BATAVIA, SAMARANG, &c.	Dewey	Am.	Struthers & Barry	On 5th Sept.
MANILA, CEBU & ILOILO	Taming	Brit.	Butterfield & Swire	On 2nd Sept., 4 p.m.

CANADIAN PACIFIC
STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

	From Hongkong	Arrive Vancouver		From Canada	Due England.
Empress Asia	Sept. 7	Sept. 25	Empress Scotland	Sept. 19	Sept. 26
Empress Canada	Sept. 21	Oct. 9	Empress France	Oct. 3	Oct. 10
Empress Russia	Oct. 5	Oct. 23	Empress Scotland	Oct. 17	Oct. 24
Empress Australia	Oct. 19	Nov. 6	Empress France	Oct. 31	Nov. 6
Empress Asia	Nov. 2	Nov. 20	Empress Scotland	Nov. 14	Nov. 21
Empress Canada	Nov. 16	Dec. 4	Empress France	Nov. 28	Dec. 5
			Empress Scotland	Dec. 12	Dec. 19

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.
Hongkong Office. Telephone 752. Cable Address: GACANPAC.

CHINA MAIL S.S. CO., LTD.
(Incorporated in U.S.A.)
OPERATING FAST FREIGHT AND PASSENGER STEAMERS
"NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS
Minimum Rate U.S.G. $577.07
Maximum Rate U.S.G. $620.50
First Class Accommodation Throughout.

Trans-Pacific Service
HONGKONG TO SAN FRANCISCO
via Shanghai, Nagasaki, Yokohama and Honolulu.
s.s. "NANKING" s.s. "CHINA" Sept, 16th.
via Manila, Nagasaki Yokohama and Honolulu.
s.s. "NILE" Sept. 30th.

Java Service
HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.
s.s. "GORJISTAN" To Swatow and Amoy.
s.s. "GORJISTAN" To Singapore, Batavia, Semarang, Sourabaya. August 31st, 3 p.m.
s.s. "ARMANESTAN" To Swatow and Amoy. On or about Sept. 9th.
s.s. "ARMANESTAN" To Singapore, Batavia, Semarang, Sourabaya. Sept. 15th.

FAST FREIGHT SERVICE
Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transhipment at San Francisco by weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT.
PRINCE'S BUILDING, ICE HOUSE STREET,
TELEPHONE: PASSENGER DEPT., No. 1934. TEL.: FREIGHT DEPT. & AGENT, No. 2161.
CABLE ADD: "CHIMAIL." [34

N. Y. K.
SAILINGS SUBJECT TO ALTERATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
IYO MARU (Nagasaki direct) ... Saturday, 16th Sept., at 11 a.m.
SHIDZUOKA MARU ... Saturday, 30th Sept., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.
KATORI MARU ... Sunday, 3rd Sept., at 11 a.m.
ATSUTA MARU ... Friday, 15th Sept., at 11 a.m.

HAMBURG via DUNKIRK, LONDON, ROTTERDAM.
LIMA MARU ... Friday, 8th September.

LIVERPOOL via MARSEILLES & GLASGOW.
BENGAL MARU ... Thursday, 7th September.

SYDNEY & MELBOURNE via Manila, &c.
TANGO MARU ... Tuesday, 19th Sept., at 11 a.m.
YOSHINO MARU ... Tuesday, 17th Oct., at 11 a.m.

NEW YORK, VIA PANAMA.
LYONS MARU ... Middle of September.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE

BOMBAY via Singapore and Colombo.
KAMAKURA MARU ... Sunday, 10th Sept.

CALCUTTA via Singapore, Penang & Rangoon.
TAKAOKA MARU ... Friday, 8th Sept.

NAGASAKI, KOBE & YOKOHAMA.
YOSHINO MARU ... Friday, 15th Sept., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
TOSA MARU ... Monday, 28th August.
HAKONE MARU ... Monday, 4th Sept., 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA
Telephone Nos. 282 & 292. K. H. KAMEI, Manager.

STRUTHERS & BARRY.
MANAGING AGENTS:—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.
West Ivan" ... Due Hongkong 7th Sept. Leaves Hongkong 9th Sept.
CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.
"Dewey"... Due Hongkong 4th Sept. Leaves Hongkong 5th Sept.
"Elkridge" ... Due Hongkong 24th Sept. Leaves Hongkong 26th Sept.
THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO
STRUTHERS AND BARRY,
1st Floor, Powell's Building, Phone No. 3008
L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES. INDO-CHINA-STRAITS & JAVA.
G. P. BRADFORD, Res. Agent.

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1921.
Revised by the Members.
PRICE ... $5.
DAILY PRESS OFFICE.

ELLERMAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

FREIGHT & PASSENGER SERVICE.

OUTWARDS.

s.s. "CITY OF SYDNEY" ... ...27th Aug....Shanghai, Kobe & Yokohama.

HOMEWARDS.

s.s. "CITY OF FLORENCE" ... 6th Sept....London, Antwerp, Rotterdam & Hamburg.

Subject to change without notice.
For particulars of freight and passage rates apply to:—

Reiss & Co., Canton. THE BANK LINE, LTD., General Agents. [31

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

s.s. "TITAN"	...	...via Suez Canal	...	5th Sept.
s.s. "CITY OF LINCOLN"	...	...via Suez Canal	...	15th Sept.
s.s. "CITY OF BRISTOL"	...	...via Suez Canal	...	25th Sept.
s.s. "CITY OF MELBOURNE"	...	...via Suez Canal	...	15th October.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.) or THE BANK LINE, LTD., HONGKONG
HONGKONG and CANTON. REISS & CO., CANTON. 75

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

Destinations.	Steamer & Displacement.		Sailing Dates.
SHANGHAI, KOBE & YOKOHAMA	"ANGKOR"	15,000	On or about 1st Sept.
	"ANGERS"	15,000	On or about 15th Sept.
	"AZAY LE RIDEAU"	15,000	On or about 29th Sept.
MARSEILLES, via HAIPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT-SAID	"CORDILLERE"	11,000	On or about 5th Sept.
	"AMAZONE"	11,000	On or about 19th Sept.
	"ANGKOR"	15,000	On or about 3rd Oct.
	"ANGERS"	15,000	On or about 17th Oct.

COMMERCIAL LINE

HAVRE, DUNKIRK & ANTWERP Direct — "LT. ST. LOUBERT BIE" ... ... About 26th Sept.

ALSO SERVICE TO BORDEAUX (ON APPLICATION)

For further particulars, etc., apply to

CONSIGNATION—TRANSIT—REPRESENTATION: A. JOBARD, Acting Agent, Queen's Building.
Telephone 740.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIFOONG	Capt. W. S. Turnbull	Tuesday,	29th Aug., at 3 p.m.
HAICHING	Capt. J. S. Thomson	Friday,	1st Sept., at 1 p.m.
HAIHONG	Capt. W. C. Passmore	Tuesday,	5th Sept., at 3 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO., General Managers.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Holhow & Pakhoi

s.s. "TAIKWA MARU" ... ... on or about 31st Aug.

FOR KEELUNG via Swatow & Amoy

s.s. "HOZUI MARU" ... ... on or about 31st Aug.

For further particulars, please apply to—

Branch Office: No. IV, Benham Strand, West. Tel. No. 155. S. MITARAI, Agent, Top Floor, King's Building. Tel. No. 140.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"JEYPORE" †	5,318	31st Aug., Noon	S'pore, Penang, Colombo & Bombay
"DEVANHA"	8,091	29th Aug., 5 p.m.	Singapore, Penang, Colombo, Aden, Port-Said, Marseilles & London.
"NOVARA"	6,850	13th Sept.	Marseilles, London & Antwerp.
"SOUDAN"	6,696	22nd Sept.	S'pore, Penang, Colombo & Bombay
"MACEDONIA"	10,512	27th Sept.	Bombay, Marseilles, London & Antwerp.
"KALYAN"	8,937	11th Oct.	Marseilles, London & Antwerp.
"MANTUA"	11,000	25th Oct.	Bombay, Mars., L'don. & Awerp.
"DONGOLA"	8,056	8th Nov.	Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	do.
"KARMALA"	9,000	6th Dec.	Bombay, Mars., L'don. & A'werp.
"KASHGAR"	9,000	27th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,300	10th Jan., 1923	do.
"SARDINIA"	6,580	24th Jan.,	do.
"NELLORE"	8,853	7th Feb.	do.

BRITISH INDIA - APCAR SAILINGS

"GREGORY APCAR"	4,649	2nd Sept.	Calcutta via Singapore, Port Swettenham & Penang

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	31st Aug., Noon	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"TORILLA"	5,205	29th Aug., 4 p.m.	Kobe & Moji.
"KALYAN"	8,937	30th Aug., 4 p.m.	Shanghai, Kobe & Yokohama.
"SOUDAN"	6,696	7th Sept.	Shanghai.
"MACEDONIA"	11,000	9th Sept.	Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights Handbooks, etc., apply to—
† Cargo only.

MACKINNON, MACKENZIE & CO., 22, Des Voeux Road Central, HONGKONG. Agents. [1

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM ANTWERP & MARSEILLES—Monthly direct service via Singapore and Port Said.
"LONDON MARU" (Taking Passengers to Europe) Saturday, 16th Sept.
BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.
"TACOMA MARU" ... ... Tuesday, 19th Sept.
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.
"INDUS MARU" ... ... Friday, 8th Sept.
SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.
"BURHO MARU" ... ... Wednesday, 13th Sept.
CALCUTTA via SINGAPORE & RANGOON.
"SAIGON MARU" ... ... Saturday, 30th Sept.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.
"HAWAII MARU" ... ... Friday, 1st Sept.
NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"HAVANA MARU" ... ... Tuesday, 12th Sept.
NEW ORELEANS LINE via SUEZ.
"SUMATRA MARU" ... ... Thursday, 28th Sept.
JAPAN PORTS—Kobe & Yokohama via Shanghai.
"ALTAI MARU" ... ... Sunday, 3rd Sept.
KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passenger.
"KAIJO MARU" and "AMAKUSA MARU" ... ... Every Sunday.
TAKAO via SWATOW AMOY.
"SOSHU MARU" ... ... Thursday, 7th Sept.
Tel. No. 4090. Y. YASUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "SLAVIC PRINCE" ... ... End of September.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED (Incorporated in Great Britain) St. George's Building.
Telephone 3165. Telegrams (Furnprince)

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
WEIHAIWEI & CHEFOO	"IUHANG"	On 30th Aug., D.L.
SHANGHAI & TSINGTAO	"LIANCHOW"	On 30th Aug., 4 p.m.
AMOY & SHANGHAI	"SZECHUEN"	On 31st Aug., 9 a.m.
MANILA, CEBU & ILOILO	"TAMING"	On 2nd Sept., 4 p.m.
SWATOW & AMOY	"KIUNGCHOW"	On 2nd Sept., 4 p.m.
SHANGHAI & TSINGTAO	"SUNNING"	On 2nd Sept., 4 p.m.
SHANGHAI	"SUIYANG"	On 3rd Sept., 4 p.m.
SWATOW & SINGAPORE	"KWEIYANG"	On 3rd Sept., 4 p.m.
SWATOW & BANGKOK	"KAYING"	On 5th Sept., 4 p.m.
SHANGHAI & TSINGTAO	"LUCHOW"	On 5th Sept., 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 7th Sept., 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KAIFONG"	On 8th Sept., 8 a.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Telephone 35. BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, Ltd.), Agents.

CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.).

SIAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG

FOR	STEAMER	TO SAIL
BANGKOK	"DOEN SAMUD"	Sept. 11th, 6 p.m.
BANGKOK	"PHAN SAMUD"	Sept. 13th, 6 p.m.

For further particulars apply to

Telephone 36. Messrs. BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, Ltd.), Agents. [32

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILING SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Manila & Australian Ports
"TAIYUAN"	22rd Sept.	27th Sept.
"CHANGSHA"	15th Oct.	20th Oct.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, Ltd.), Agent.
Telephone No. 26

PACIFIC MAIL S.S. CO., Managing Agents, U.S. SHIPPING BOARD EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports USG $620.50 First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU:

	Leaves Hongkong	Arrives San Francisco
S.S. "PRESIDENT CLEVELAND" (formerly "GOLDEN STATE")	Sept. 18th	Oct. 5th.
S.S. "PRESIDENT WILSON" (formerly "EMPIRE STATE")	Oct. 4th	Oct. 26th
S.S. "PRESIDENT TAFT"	Oct. 14th	Nov. 5th.

"Sailings and Fares Subject to change without Notice."

HONGKONG-CALCUTTA SERVICE

CALCUTTA via SINGAPORE, PENANG and RANGOON.

S.S. "LAKE FIELDING" ... ... Sept. 1st, at noon

TAMPA INTER-OCEAN S.S. CO.

For HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA & NEW YORK.

S.S. "VICTORIOUS"	Aug. 31st.
S.S. "ETHANALLEN"	Oct. 10th.
S.S. "HANOVER"	Nov. 8th.

For full information regarding rates, space, etc., apply to—

Telephone 141. PACIFIC MAIL S.S. CO. (Cable Address "SOLANO.") Agents at Canton—REISS & Co. Union Building, Hongkong. [31

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

s.s. "PERSIA" ... ... sailing on or about 6th September.

FOR BRINDISI, VENICE & TRIESTE

s.s. "TRACIA" ... ... sailing on or about 5th September.
s.s. "PERSIA" ... ... sailing on or about 25th September.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

s.s. "UMONA" ... ... sailing 20th August.
s.s. "UMLAZI" ... ... sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LIMITED, Agents.

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POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Europe via Suez (Letters and Papers, London 27th July, & Parcels, Mail 19th July)	*Kulyan*	29th August.
Japan	*Eastern*	29th August.
Shanghai	*Devanha*	29th August.
Shanghai	*Joypore*	28th August.
Shanghai	*Sunning*	31st August.
Shanghai	*Suiyang*	31st August.
Canada U.S.A. & Manila	*Empress of Asia*	31st August.
Straits	*Hakone Maru*	1st Sept.
Japan & Shanghai	*Katori Maru*	2nd Sept.

OUTWARD MAILS.

For	Per	Date
Foochow	*Loksang*	Tuesday, 29th, 10.00 A.M.
*Swatow and Bangkok	*Deufar*	Tuesday, 29th, 10.00 A.M.
Fort Bayard	*Tung Hing*	Tuesday, 29th, 10.00 A.M.
Saigon	*Heffron*	Tuesday, 29th, Noon
Swatow, Amoy and Foochow	*Haitoung*	Tuesday, 29th, 2.00 P.M.
Tientsin	*Chipehing*	Tuesday, 29th 2.00 P.M.
Japan	*Torilla*	Tuesday, 29th. 5.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Aden, Egypt & EUROPE via MARSEILLES.—	*Devanha*	Parcels:— Tuesday, 29th, Registration 2.15 P.M. Letters 3.00 P.M.
Per Marseilles, 1st October		
Japan, Canada, U.S.A., C. & S. America & *EUROPE via Victoria B.C.—due Victoria B.C. 21st Sept.	*Teion*	Tuesday, 29th, Registration 2.45 P.M. Letters 3.30 P.M.
Tourane	*Yang Tze Kiang*	Tuesday, 29th, 5.00 P.M.
Wei Hai Wei and Chefoo	*Ichang*	Tuesday, 29th, 5.00 P.M.
Shanghai and Japan	*Kaiyan*	Wednesday, 30th, 2.30 P.M.
Moiliow and Haiphong	*Mingsang*	Wednesday, 30th, 5.00 P.M.
Amoy	*Szechuen*	Thursday 31st, 8.00 A.M.
Dairen, *Japan, Honolulu & *San Francisco—due San Francisco 1st Oct.	*Persia Maru*	Thursday, 31st, 9.00 A.M.
Philippine Islands, Australia and New Zealand via Thursday Island—due Thursday Island about 13th Sept.	*Eastern*	Thursday, 31st, Registration 9.15 A.M. Letters... 10.00 A.M.
Straits, Ceylon, Mauritius, L. Marques, South Africa, India, via Dhanushkodi, Bombay and Aden	*Joypore*	Thursday, 31st. 10.00 A.M.
Straits	*Gorjistan*	Thursday, 31st. 2.00 P.M.
Swatow, Amoy and Foochow	*Haiching*	SEPTEMBER. Friday, 1st, Noon
Straits and Calcutta	*Hosang*	Friday, 1st. 1.00 A.M.
Philippine Islands	*Loongsang*	Friday, 1st. 1.00 P.M.
Japan	*Kumsang*	Saturday, 2nd. 3.00 P.M.
Swatow, Amoy and Foochow	*Haihong*	Tuesday, 5th, Noon
Haiphong, Saigon, *Straits, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Aden, Egypt & EUROPE via MARSEILLES —due Marseilles 10th October	*Cordillera*	Tuesday, 5th. Registration 12.45 P.M. Letters 1.30 P.M.

*Correspondence bearing vessel's name only

Printed at "Hongkong Daily Press" Office.

COMMERCIAL.

OPENING QUOTATIONS.

28th August, 1922.

On London.—	
Telegraphic Transfer	2/6¼
Bank Bill, on demand	2/6¼
Bank Bill, at 30 days sight	—
Banks Bills, at 4 months' sight	2/6¾
Credits, at 4 months' sight	2/7⅛
Documentary Bills 4 months' sight	2/7⅛
On Paris.—	
Bank Bills, on demand	770
Credits, 4 months' sight	805
On New York.—	
Bank Bills, on demand	57¾
Credits, at 60 days' sight	59
On Bombay.—	
Telegraphic Transfer	—
Bank Bills, on demand	196½
On Calcutta.—	
Telegraphic Transfer	—
Bank Bills, on demand	196½
On Shanghai.—	
Bank Bills, at sight	—
Private, 30 days' sight	—
On Yokohama.—On demand	116½
On Manila.—On demand	116
On Singapore.—On demand	119½
On Batavia.—On demand	148
On Haiphong.—On demand	nom.
On Saigon.—On demand	—
On Bangkok.—On demand	81½
Sovereign, Bank's Buying rate	$ 7.70 n.
Gold Leaf 100 fine per tael	44.60
Bar Silver per oz.	35½

Hongkong	18 cent	Per cent.	50.0 Premium
Hongkong	20	"	0.41 Discount
Canton	20	"	13.17 "
Canton	18	"	0.00 "

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office, Hongkong.

Paid-up Capital $20,000,000
Reserve Funds:—
Sterling $4,500,000
Silver $23,500,000
Reserve Liability of Proprietors $20,000,000

Court of Directors:

G. M. Dorwell Esq.—Chairman.
Hon. Mr. A. O. Lang.—Deputy Chairman.
D. G. M. Bernard, Esq. | Hon. Mr. E. V. D. Par
A. M. Bowes-Smith, Esq. | W. L. Pattenden, Esq.
G. T. M. Erskine, Esq. | H. P. White, Esq.
P. H. Holyoak, Esq.

Chief Manager:

A. G. Stephen, Esq.

Manager: Shanghai—G. H. Scott, Esq.

London Bankers:

LONDON COUNTY WESTMINSTER & PARR'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, March 2nd, 1922. [8

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent per annum.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Acting Chief Manager.

Hongkong, December 29th, 1920. [9

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853
Head Office—London.

Paid-up Capital £3,000,000
Reserve Fund £1,700,000
Reserve Liability of Proprietors ... £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.

Hongkong, March 30th, 1921. [49

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

Established 1824.

A. Capital	...F.	100,000,000 $3,333,333
Paid-up Capital	...F.	80,000,000 $2,666,666
Reserve Fund	...F.	12,445,200 $1,630,413
Special Reserve	...F.	32,660,000 $2,721,667

Head Office:—Amsterdam.

Branches at
The Hague:—Rotterdam.
Head Agency:—Batavia.

BRANCHES:—

Bandjermasin	Macassar	Singapore
Bandoeng	Medan	Soerabaia
Bombay	Padang	Soerakarta
Calcutta	Palembang	(Sole)
Cheribon	Pekalongan	Taking Ting
Djember	Penang	(Deli)
Djokjakarta	Pontianak	Tegal
Kobe	Rangoon	Telok Betong
Kota-Radja	Samarang	Tjilatjap
Langsa	Shanghai	Weltevreden

Correspondence at Colombo, Madras Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers:—The National Provincial and Union Bank of England, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. H. GROSKAMP
Agent.

Hongkong September 28th, 1921.

"CAPSTAN"

Cigarettes and Tobaccos

The Popular Smoke

SOLD EVERYWHERE

from Timbuctoo to Tibet
Rio to Rangoon
Piccadilly to Pechili

"CAPSTAN"—THE NAME THAT COUNTS

British-American Tobacco Co., (China) Ltd.
Distributors

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(Direct).

"THESEUS"	4th Sept.	London, Rotterdam & Antwerp.
"RHESUS"	11th Sept.	London, Rotterdam & Hamburg.
"TEIRESIAS"	25th Sept.	London, Amsterdam & Antwerp.
"LAOMEDON"	2nd Oct.	London, Rotterdam & Hamburg.

LIVERPOOL SERVICE
(Direct or via Continental Ports).

"NINGCHOW" 7th Sept. Genoa, Marseilles, Liverpool & Glasgow.
"HECTOR" 20th Sept. Liverpool & Glasgow.
"KNIGHT TEMPLAR" 2nd Oct. Marseilles, Havre & Liverpool.

PACIFIC SERVICE
(via Kobe and Yokohama).

"IXION" 29th Aug. } Victoria, Seattle & Vancouver.
"TALTHYBIUS" 19th Sept. }

NEW YORK SERVICE
(via Suez or Panama).

"TITAN"	5th Sept.	via Suez.
"PELEUS"	5th Oct.	via Suez.
"AGAMEMNON"	25th Oct.	via Suez.

PASSENGER SERVICE

"TEIRESIAS"	25th Sept.	for Singapore & London.
"PYRRHUS"	1st Nov.	for Shanghai & Japan.
"PYRRHUS"	4th Dec.	for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO
BUTTERFIELD & SWIRE
(John Swire & Sons, Ltd.),
AGENTS

ASIA BANKING CORPORATION

AN AMERICAN INSTITUTION.

CAPITAL U.S. $1,000,000. SURPLUS U.S. $1,100,000.

Controlled by a group of large American Banks and operated under laws of the Federal Reserve Bank and the New York State Banking Department.
Current and Savings Accounts and Fixed Deposits opened in U.S Currency, Sterling, France, Pesos and Local Currency upon application.
Through our correspondents in all parts of the World we are qualified to render an International Banking Service that is economical, accurate and prompt.

HEAD OFFICE IN THE UNITED STATES
NEW YORK

HEAD OFFICE IN THE FAR EAST:
SHANGHAI

BRANCH OFFICES:
PEKING, TIENTSIN, HANKOW, CANTON, HONGKONG
SINGAPORE, MANILA, SAN FRANCISCO.

D. M. BIGGAR,
MANAGER.

THE MERCANTILE BANK OF INDIA, Limited.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,150,000

BANKERS
The Bank of England,
The London Joint City & Midland Bank Ltd.

BRANCHES:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kuta Bharu	Port Louis (Mauritius).	

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. O. WILSON,
Acting Manager.

7, Queen's Road Central,
Hongkong, January 17th, 1922. [42

THE CHINESE MERCHANTS BANK, LTD.

華商銀行有限公司

HEAD OFFICE
Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU
Chief Manager.

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THE BANK OF CHINA.

中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorised Capital	$60,000,000.00
Paid-up Capital	12,279,800.00
Reserve Funds	2,627,478.00

HEAD OFFICE—PEKING.

HONGKONG BRANCH:—4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.
The Equitable Trust Company New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities
Special facilities for Home Exchange.

THUYEN FEI,
Manager.

Hongkong, September 8th

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 10 Des Voeux Road C, HONGKONG.
Established 1919.

Authorised Capital	$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	200,000.00

DIRECTORS:

Mr. Pong Wai Tins, Chairman,
Hon. Mr. Chow Shou Son,
Mr. Li Koon Chan, Mr. Kan Ying Po,
Mr. Fung Ping Shan, Mr. Mok Ching Kong,
Mr. P. K. Kwok, Mr. Wong Yan Tong,
Mr. Kan Chik Nam. Mr. Chan Ching Shak,
Mr. Huynh Tai, Mr. Ng Chang Lak.

Chief Manager	Mr. Kan Tai Po,
Asst. Manager	Mr. L. Tse Yong.

BRANCHES & AGENCIES:—

LONDON	NEW YORK
PARIS	SAN FRANCISCO
SHANGHAI	YOKOHAMA
KOBE	SAIGON
NAGASAKI	PENANG
SINGAPORE	HANKOW
TIENTSIN	BATAVIA
MANILA	SOURABAYA
SAMARANG	BOMBAY
CALCUTTA	CANTON

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 1 month at the rate of 3 per cent. per annum
For 6 month at the rate of 4 per cent. per annum
For 12 month at the rate of 5 per cent. per annum

KAN TONG PO,
Chief Manager.

Hongkong, March 8th 1922. 75

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up)	Yen 100,000,000
Reserve Fund	Yen 61,000,000

HEAD OFFICE YOKOHAMA.
Branches and Agencies at

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
engtie n	Nagoya	Shimonoseki
	Mukden	Newchwang	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo
Honolulu	Peking	Tsinanfu
Harbin	Rio de Janeiro	Tsingtau
Kai Yuen	Saigon	Vladivostok

Interest allowed on Current Accounts.

Deposits received for fixed periods as per rates to be obtained on application.

T. NISHIYAMA,
Manager.

11th March, 1922. [274

THE BANK OF TAIWAN, Limited. (Taiwan Ginko).

Incorporated by Special Imperial Charter 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	" 52,500,000
Reserve Funds	" 11,780,000

HEAD OFFICE:—TAIPEH, FORMOSA

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tokyen, Heiko.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
London County Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, India-China, Siam, India, Philippine Islands, Java and other Dutch-Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH
Manager.

Hongkong Branch,
8, Des Voeux Road
Hongkong, 1st February, 1922.

BANQUE DE L'INDO-CHINE. PARIS

Head Office: 96, Boulevard Haussmann, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid-up Capital	Frs. 62,400,000.00
Reserve Funds	Frs. 69,547,203.56

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mongtse	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Yunnanfu
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: The Co. Morgan J. P. French American Banking Corporation. Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARSOT,
Acting Manager.

Hongkong, July 12th, 1921.

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